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An

# Historical Guide

TO

## NEW BRUNSWICK

BY

J. CLARENCE WEBSTER, M.D., D.Sc., LL.D., F.R.S.C.,

Member of Historic Sites and Monuments  
Board of Canada



PUBLISHED BY

THE NEW BRUNSWICK TOURIST ASSOCIATION

1928

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STATUE OF SAMUEL DE CHAMPLAIN  
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An  
*Historical Guide*  
TO  
*NEW BRUNSWICK*

BY

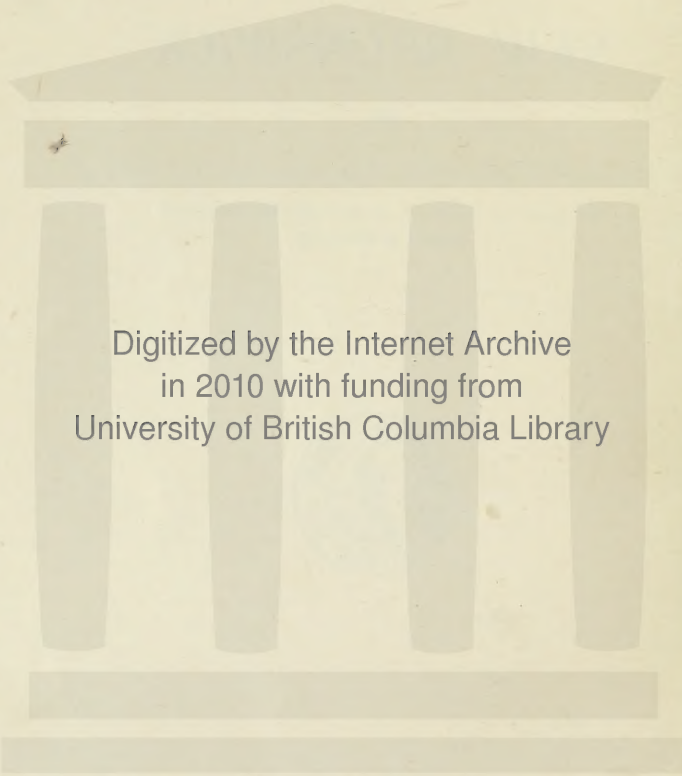
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To  
THE MEMORY OF  
THE PIONEER EXPLORERS, TRADERS  
AND ADVENTURERS  
WHO MADE THIS PROVINCE KNOWN  
AND TO  
THE LOYALIST SETTLERS  
WHO DEVELOPED IT,  
THIS BOOK,  
A RECORD OF THEIR DEEDS,  
Is DEDICATED.







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## INTRODUCTION

This guide presents in compact form the leading historical facts relating to New Brunswick. Though the province, as an autonomous organization, is barely one hundred and fifty years old, as a former part of the older Province of Nova Scotia, and the still older French Colony of Acadie, its traditions go back for more than three hundred years. Unfortunately, the interesting records of the past which have been accumulated by many diligent students are, for the most part, buried in the transactions of learned Societies and old magazines. They have been largely neglected by the writers of school-books and of popular literature. Consequently, the people at large are without the means of acquainting themselves with the story of the province in any of its manifold phases.

Tourists and visitors are equally bereft, and thus there is lacking one of the greatest delights common to the leading civilized countries of the world, of studying the records of past generations, either for the purpose of stimulating the imagination, of appreciating the relative values of the most important factors which have determined the course of the country's development, or of the more prosaic quest of merely accumulating plain indisputable facts.

Visitors who travel in European countries for the first time find their chief delight in the novelties presented, developing an interest commensurate with the degree of variability from the phenomena exhibited by their native land. Thus, new phases of architecture, of customs and manners, traditions and ceremonials, however archaic and impractical they may be, exercise a peculiar charm and fascination on the minds of the great majority of people. An old ruined castle, a quaint old mediaeval city building arrests the attention of the traveller and he is eager to consult his guide book in order to learn the facts relating to it, and he is always more interested if, with the facts, there is a legend or some romantic story which can stir his imagination. The history of New Brunswick is no less interesting and fascinating than that of many European coun-

tries, but tangible evidences in the shape of forts and early buildings are scanty, owing to the fact that they were mostly constructed of wood and have consequently disappeared. Our records include the following:

1. The Indian Period.
2. The French Period.
3. The English Period.
  - a. While the province was still part of Nova Scotia.
  - b. The coming of the Loyalists, and the establishment of New Brunswick as a separate province.
  - c. Its development since 1784.

Each of these periods has its own particular interest.

Of the Indians much is known — their customs, routes of travel, villages, language, mythology and traditions.

The French period, with its pioneer accomplishments of explorers, daring adventurers, and traders, the endless struggles with the English, and the final ascendancy of the latter, furnishes the most thrilling and romantic accounts, which are fitting themes for epic poetry and romantic fiction. The founding of the province by the thousands of people, who at the close of the Revolutionary War found themselves dispossessed of all save a love for old England and its traditions, and, who, in their penury, chose to move to an undeveloped land and begin life anew, working with unremitting diligence to carve out farms in the virgin forest, is one of the noblest records of human endeavor in the history of mankind.

This guide tries to present short and succinct accounts of the main features of these various periods. That it may be helpful not only to natives of the province, but to those who come each year as visitors in search of relaxation and fresh interests is the sincere desire of the author.

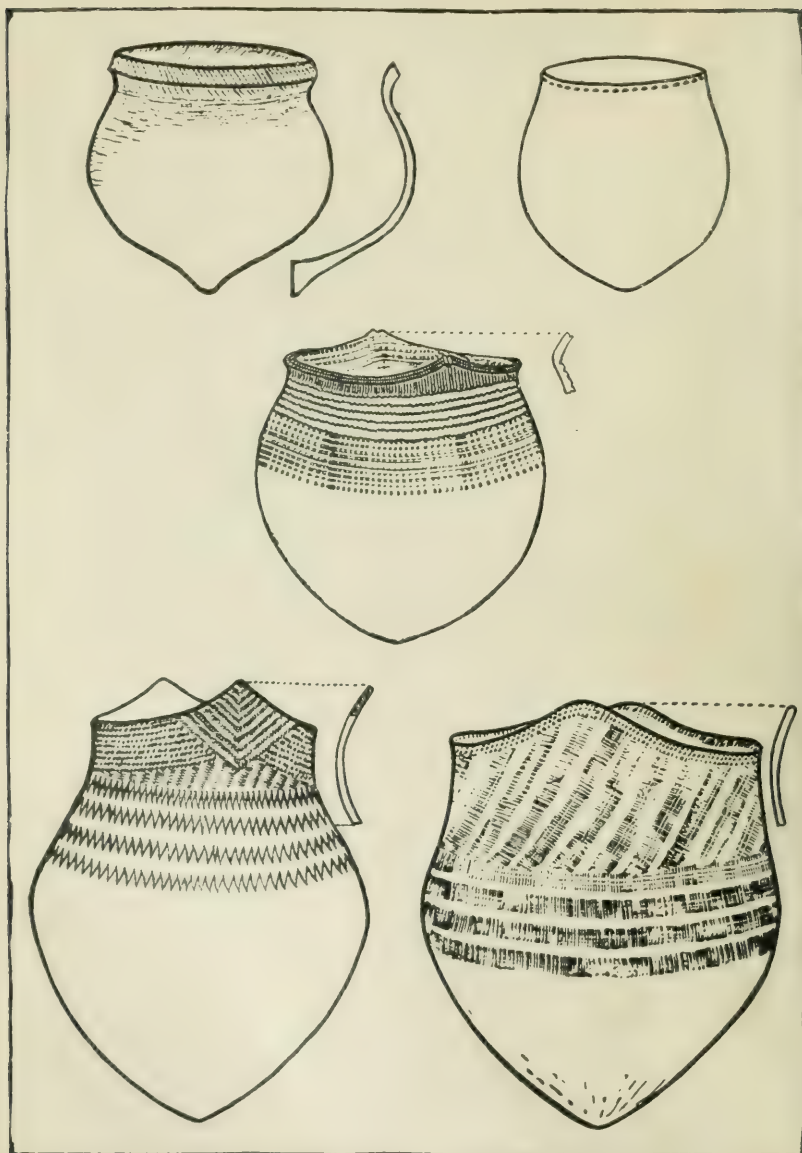
J. C. WEBSTER.

Shediac, N. B.,  
March 1, 1928.

## AN HISTORICAL GUIDE TO NEW BRUNSWICK

ABORIGINAL POTTERY.—When the French came to the country the Indians were found to be using articles of clay made by themselves. In various parts of the province frequented by them, pottery remains have been found in the earth. A good collection of these as of other Indian relics may be found in the Natural History Museum in Saint John. The able Curator, Dr. Wm. MacIntosh, is an authority on this subject, and I quote from his descriptions. As might be expected, the pottery is simple in character and of limited range, owing to the nomadic habits of the people. Cooking was done with hot stoves and the larger vessels were made of wood; others were made of birch bark. The pottery remains are chiefly of small bowls, about five inches in diameter with a round or conical bottom, and of large pots, not more than thirteen inches in diameter, and about that in depth. Examples are shown in Pl. I. A tempering material was used of various mineral substances. The color of the outside varied, being terra cotta red, or brown and grey of different shades. In some cases the lining was made permanently black. Nearly all are ornamented, and no two are exactly alike. Generally, the decoration occupies as much as two-thirds, always the upper portion. It is made up of straight lines and indented patterns, true curves being wanting. Some of the designs resemble the spruce root stitching and quill ornamentation of the birch-bark vessels. Probably, the pottery designs were suggested by the latter, which existed long before pottery ware was used.

ACADIANS.—This name has always been given to the French population of the Maritime Provinces, because the original name was Acadie. The origin of this name is disputed. Some hold that it comes from the termination *acadie*, so common in Indian (Micmac), place-names, and, that the early French,



INDIAN POTTERY



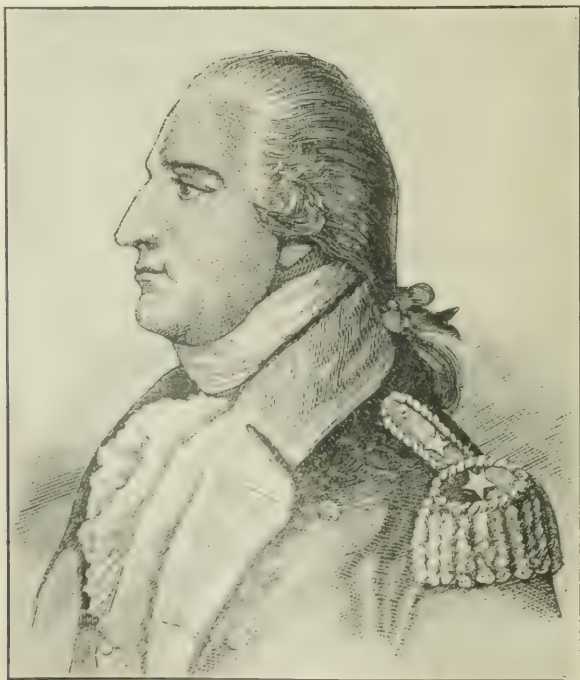
hearing the word in different places, adopted it as the designation of the country. Others deny this origin stating that in early maps and descriptions the name was spelled "Arcadia;" as there is no "r" in Micmac, they state that the word is of foreign and not of native origin. The extent of the territory of Acadia has varied. In the earliest days of the French, they applied it, at first, to an indefinite portion of the peninsula (now Nova Scotia); afterwards to the whole of the peninsula, with the islands now known as Cape Breton and Prince Edward. Only after the Treaty of St. Germain, did they tend to include territory on the mainland, extending as far as Penobscot, Maine. When Sir William Alexander was granted Nova Scotia, the grant included both the peninsula and the mainland, as well as part of Quebec, south of the St. Lawrence. The Treaty of Utrecht (1713), which ceded Acadia to England, did not designate the boundaries. About the middle of the eighteenth century a commission tried to settle the issue but failed. The French claimed that the western limit was at the Isthmus of Chignecto; the English, that it included part of the mainland as far west as the upper part of Maine. The matter was only settled by fighting, and after the cession of Canada, the Province of Nova Scotia included what is now New Brunswick.

The growth of the Acadians has been interesting. The first census of 1671 showed that there were 75 families, 441 persons (nearly all in the peninsula). In 1686 there were 855 inhabitants. In 1755, it is estimated that there were probably somewhat less than 10,000. At least seven thousand were expelled and of the remainder, many were forced to flee to Quebec and other places, yet inside of twenty years many had returned. Since that time they have steadily increased in number and in spite of a large exodus to the United States, they now number nearly one-third of the Province of New Brunswick, whereas at the foundation of the province in 1784, they formed a much smaller percentage of the population. In the neighbouring Province of Nova Scotia the proportion of Acadians is very much smaller than in New Brunswick.

ANGLICAN CHURCH, MT. WHATLEY, CHIGNECTO.—The Anglican church at Mt. Whatley was built in 1818, succeeding an older one which was erected in 1794. In the belfry hangs the old bell which belonged to the French church of Beauséjour with this inscription:

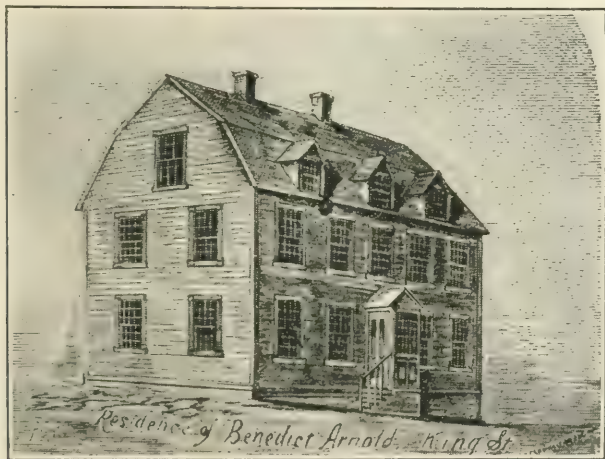
AD HONOREM DEI  
FECIT T. M. GROS  
A ROCHEFORT  
1734.

ARNOLD, BENEDICT, IN SAINT JOHN.—After joining the British Army during the Revolutionary War, Arnold served with the rank of a General until December, 1781, when he



BENEDICT ARNOLD

sailed to England. He resided there four years and then decided to settle in Saint John. He arrived at the end of 1785, purchased a lot on Main Street, Lower Cove, and erected a store, taking a partner named Munson Hoyt. In May, 1786, he bought a vessel and went on a trading expedition to the West Indies, and thence to England. He returned to Saint John with his family in 1787. On July 11, 1788, his store was burned. The property had been heavily insured (rumor said "over



BENEDICT ARNOLD'S RESIDENCE

insured"). Two years later, his partner, from whom he had separated, accused Arnold of having started the fire, whereupon the latter brought an action for slander, claiming \$5,000.00 damages. The trial took place in September, 1790, and the jury returned a verdict giving the plaintiff twenty shillings damages.

Arnold's overbearing manners and his reputation for crookedness made him very unpopular, and one occasion they made an effigy of him, labelled *Traitor*, and burned it in front of his house. At length, he decided to leave, and on September 6, 1791, his household effects were sold at auction and his business

interests disposed of; in the following year he returned to England. Later he engaged in business in the West Indies.

His residence in Saint John was situated at the corner of King and Canterbury Streets (where Vassie & Co's. store now stands). Arnold lived in it from 1787 to 1791. It was then bought by Attorney-General Bliss who occupied it until 1810, when he moved to Fredericton as Chief Justice. After more than half a century it was torn down.

AUCPAQUE (ECOUPAY, OAK PARK, ETC.).—This became the most important Indian village on the Saint John in the eighteenth century, having become larger than Meductic by 1750. It had a church and a French missionary. Opposite the village is Indian Island on which the annual rendez-vous of the Saint John River Indians took place. In 1794, Aukpaque was sold by the Indians who moved to Kingsclear.

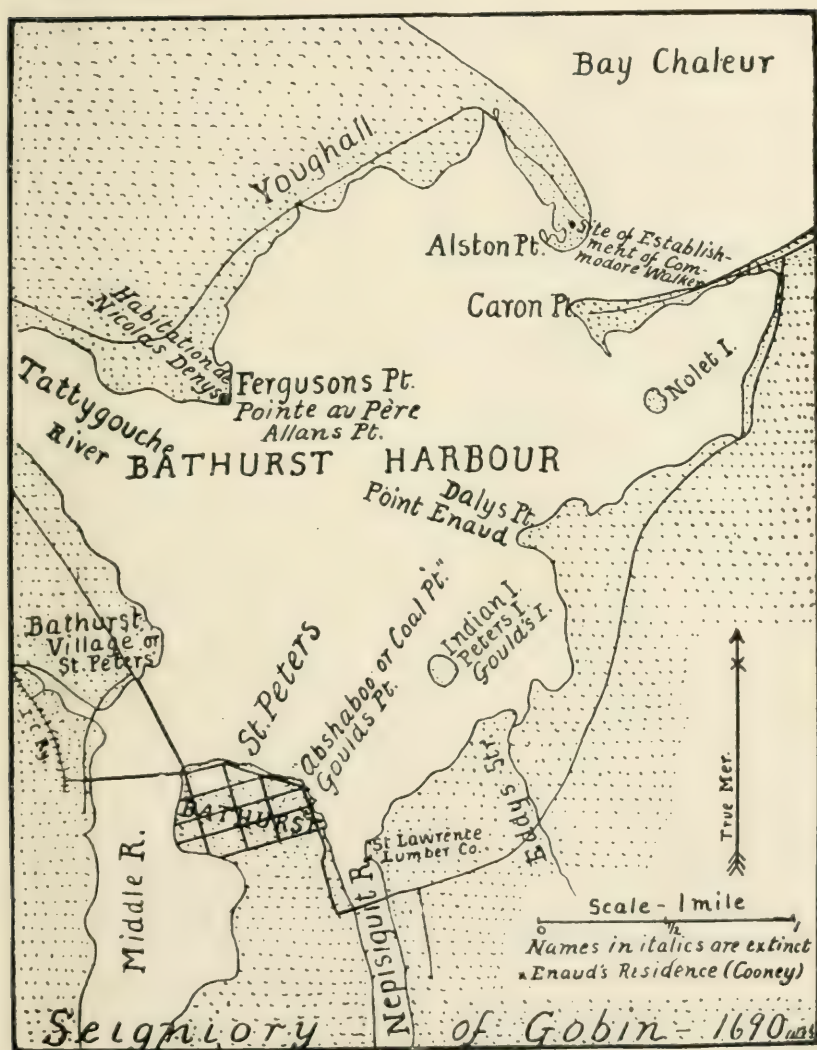
BATHURST. —A modern town named after Earl Bathurst, Colonial Secretary. The earlier French name was St. Peters, the first settler having probably been Enaud (Esnault or Enault) who established a trading station either on the site of modern Bathurst or a short distance from it at a point long known as Point Enaud (now Daly's Point).

The Historic Sites and Monuments Board of Canada have erected a cairn with a memorial tablet referring to Nicolas Denys in the town. (See p. 43.)

BAY CHALEUR. Discovered by Jacques Cartier and named *la baye de Chaleur* on July 10, 1534 (because of the great heat he experienced). The name is frequently written Baye des Chaleurs, but this is unnecessary.

BEAUBASSIN, CHIGNECTO. —The site of this early French settlement, though in Nova Scotia, must be briefly described, because of its historical association with Beauséjour. It was first settled by Jacques Bourgeois and four other families from Port Royal (now Annapolis Royal), in 1672. It became a thriving community owing to the richness of the soil, the fisheries





HISTORICAL MAP OF BATHURST HARBOUR (GANONG)

and the abundance of furs. A mission church was built in 1686, probably the second oldest in all Acadie, the land having been granted by the *Sieur de la Vallière* in 1678. Part of the dedication stone of this church, with an inscription, has been preserved and is now in Memramcook College. By the middle of the eighteenth century it had a population of several hundreds. Then the French authorities determined to claim all territory west of the *Misseguash River*; they urged the inhabitants of *Beaubassin* to move across with their possessions. Deputies asked permission of the Nova Scotia government to be allowed to do so peaceably, but were refused, and an English force was sent by water to take active measures. On learning of the approach of the latter in April, Father *Germain*, missionary of *Beaubassin*, summarily ordered the people to move to *Beauséjour* with as much of their property as they could take away and he then ordered the buildings to be burned. When the English arrived they found only ruins, and, soon after, they began the erection of *Fort Lawrence*.

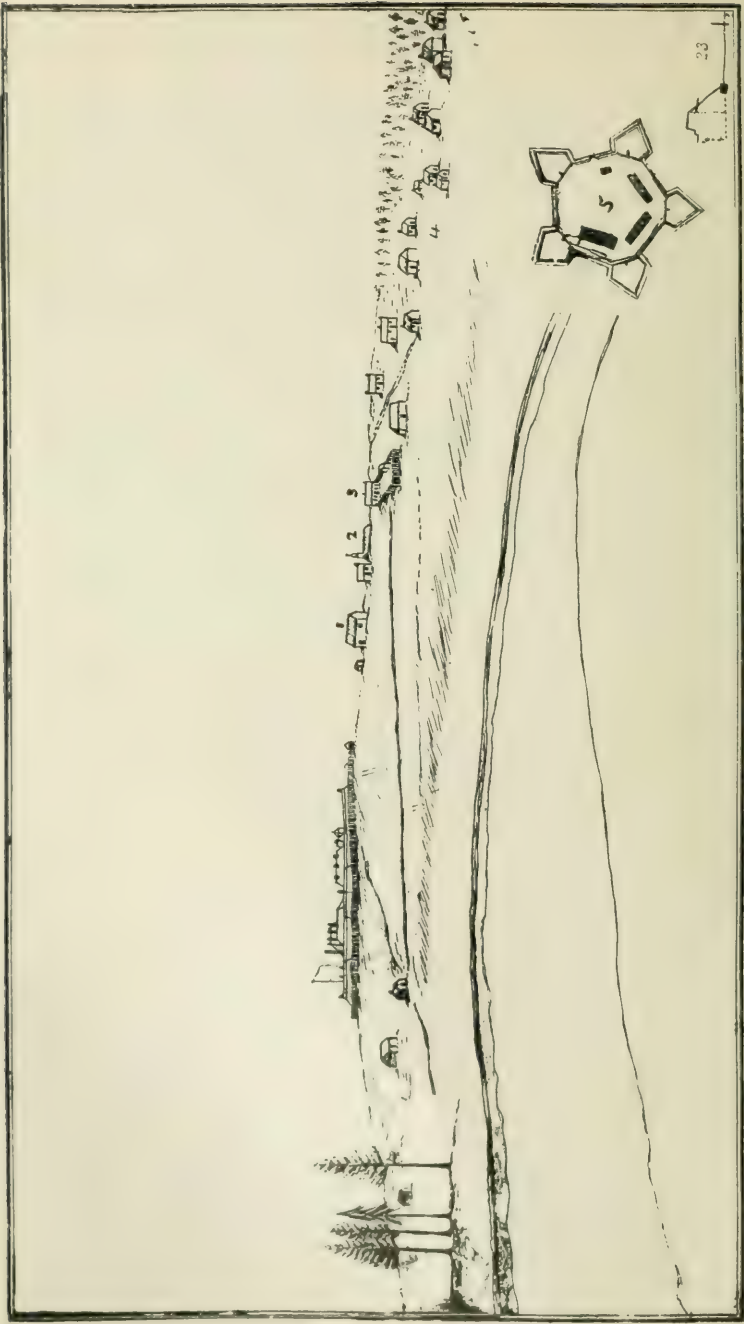
BEAUSÉJOUR, FORT (LATER CUMBERLAND), CHIGNECTO.— This name is not, as might be supposed, derived from the nature of the scenery, but from an early settler, *Laurent Chatillon*, surnamed *Beauséjour*, after whom the southern end of the ridge had been named *Pointe-à-Beauséjour*. When, in the autumn of 1750, *de la Jonquière*, Governor of Canada, heard that the English had begun to build a fort at *Beaubassin*, he ordered one to be built on the ridge of *Beauséjour*, overlooking *Chignecto Bay*. His first order was given to the *Sieur de St. Ours-des-Chaillons*, commanding the French troops there, on November 8, 1750. Construction was, however, not begun until next year, when fresh orders were given to Lieutenant *Joseph-Gaspard de Léry*. In 1754, *Louis du Chambon de Vergor* was made Commandant, and he made an official report, from which it is clear that the fort was not then finished. This officer was what is termed in modern parlance, a grafter. Money sent from France for the maintenance of the Acadian refugees was divided between him and his favorite subordinates. The infamous *Bigot* of Quebec had written to *Vergor* as follows: "Profit,

profit, my dear Vergor by your place; clip and cut — you have every chance—so that you may be able to join me soon in France and purchase an estate near me." This was the man to whom France entrusted her destinies in Acadie. Little did he foresee what was in store for him in the coming year, for the English were secretly preparing for an attack. The conditions in Fort Beauséjour were constantly revealed to the English through a Frenchman, Thomas Pichon, acting as Intendant in the fort, who was a paid spy in their service.

By the spring of 1755 the works were somewhat further advanced. The fort had the shape of a pentagon of earthworks about 280 feet in width with a deep fosse outside and a row of palisades. Inside, it was crowded with barracks and offices, and underground casemates extended inside the wall to give protection from the fire of cannon. There were 26 cannon mounted on the walls, 12, 9 and 6 pounders and one 10-inch mortar. There was a garrison of nearly 200 regulars and several hundred Acadians, some refugees and others who had been summoned from their farms. On the slopes near the fort were dwelling houses, storehouses, a hospital and a chapel, the latter being under the charge of the celebrated Abbé Le Loutre.

This priest had obtained a large sum of money from France to build dykes on the marsh, west of Beauséjour, and he insisted on using all available men for this work, though they were badly needed to complete the fort. This was an important reason, why, at this critical period, the defences were defective.

BEAUSÉJOUR, SIEGE OF.—For many months Governor Lawrence of Nova Scotia, and Governor Shirley of Massachusetts, with the knowledge of the authorities in England, had been planning to raise an expedition for the capture of Beauséjour, and, in the latter part of 1754, Colonel the Honorable Robert Monckton, was sent to Boston to organize a force of which he was to be commander. John Winslow was appointed Lieut.-Colonel and second in command. The greatest secrecy was observed in carrying out the preparations. About 2,000 New Englanders were raised, and when all was ready the expedition in thirty-six vessels sailed from Boston on May 20, 1755.



VIEW OF THE FRENCH FORT AT BEAUSEJOUR, 1755

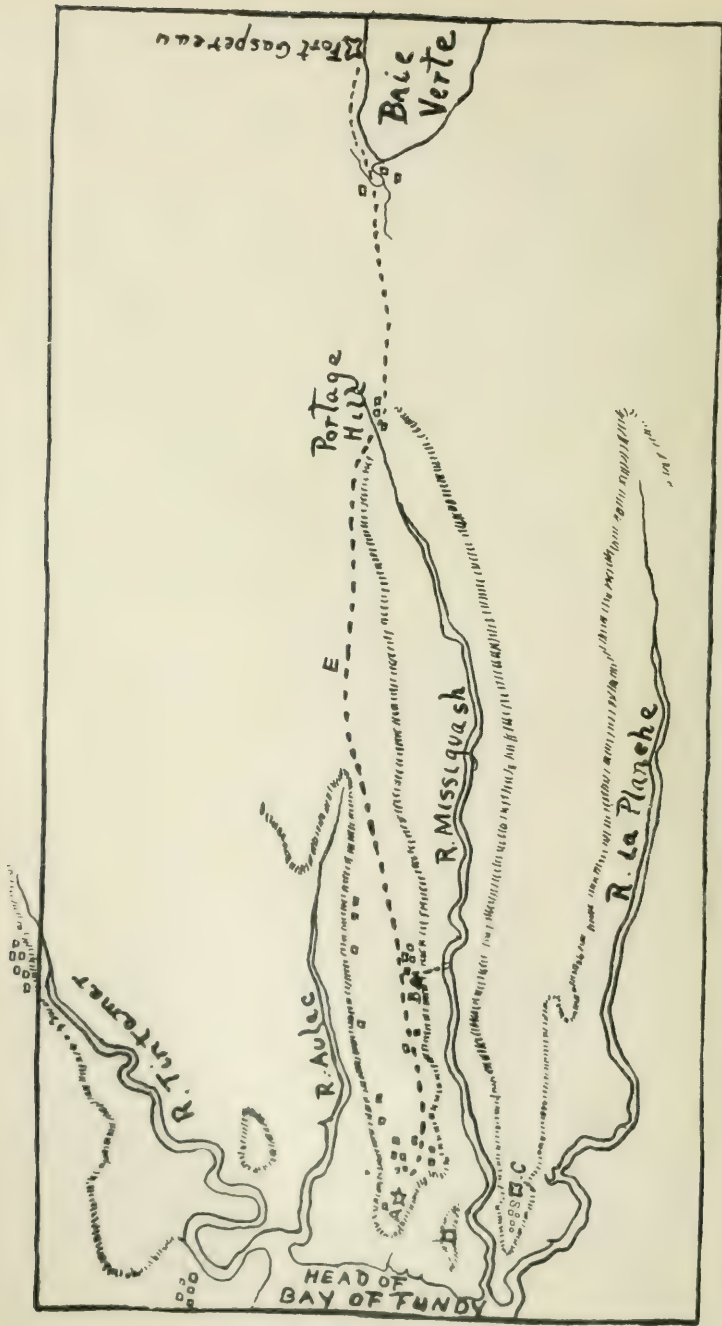
1. Old French Church.
2. New Church.
3. Hospital.
4. Houses of Inhabitants.
5. Ground Plan of Fort.



It arrived at the mouth of the Missequash on June 2. The soldiers disembarked and encamped at Fort Lawrence where there were about 400 regulars.

On June 4, the English army marched with four field pieces. At Point-à-Buot they found a force of French and Indians in a Block House. They were driven out and forced to retreat to Beauséjour burning houses as they retired. The English made a bridge across the Missequash and then marched towards the fort, camping at the *butte à Mirande*, and capturing the *butte a Roger*. The English boats armed with swivel guns were brought up the river and a bridge was built near the *butte à Mirande*, across which the heavy guns and mortars were pulled. A road was cleared towards the fort and a deep ditch with gun emplacements (now termed Monckton's lines) was dug across the ridge about 350 yards north of the fort. On June 13, the English began to fire their heavy guns, most of which were of heavier calibre than the guns of the fort, the largest being thirteen inches.

During this period the garrison had been working feverishly, strengthening their weak places and erecting bomb-proofs on the bastions. The roofs of the buildings in the fort and the chimneys were torn down. Small parties were sent out to scout and to fire on the English troops and boats. On June 8 an English officer, named Hay, was brought a prisoner to the fort by some Indians. Assistance was daily expected at Baie Verte from Louisbourg, but on the fourteenth news came from the Governor stating that it was impossible to send it. This bad news greatly disheartened the garrison. Meanwhile, shells were fired each day from the English batteries. On the sixteenth, at 8.00 a. m., one of these exploded in a casemate killing Hay, the English officer, and three Frenchmen. This created great consternation for the casemates were believed to be bomb-proof. The officers and Le Loutre decided that the outlook was hopeless, and on the sixteenth made an offer of capitulation. Monckton replied with his terms of surrender, stating that unless the fort was surrendered by 7.00 p. m., he would open fire. The French agreed to his terms and in the evening the English took possession and a dinner was given to their officers by de Vergor.



ISTHMUS OF CHIGNECTO. 1755

- A. Fort Beauséjour. B. Pont à Buot, with French Redoubt. C. Fort Lawrence (Beaubassin).  
D. Ile de la Vallière. E. Road between Beauséjour and Baie Verte.

The evacuation of the fort took place on the following day. The terms were honorable. The garrison was sent to Louisbourg by sea at the expense of the British Government, being under pledge not to bear arms in America for six months. The Acadians, who had been forced to fight under pain of death were pardoned. The French troops marched out of the fort with arms and baggage and with drums beating.

The only man killed on the British side was the prisoner Hay, and his death was caused by a shell from his own army. The small number of casualties in this siege has caused the latter to be designated by a facetious writer as "The Velvet Siege of Beauséjour."

A detachment of 300 men was immediately sent under Winslow to take possession of Fort Gaspereau at Baie Verte, which was effected on the eighteenth.

A new name was given to Fort Beauséjour by Monckton, and it was henceforth known as Fort Cumberland.

BLOODY BRIDGE, CHIGNECTO.—In 1759 a sergeant and ten men of the Fort Cumberland garrison had been sent out to cut wood. They were ambuscaded at a bridge crossing a ravine at Upper Point de Bute and being part of the French roadway to Baie Verte. Part of this disused road, well-preserved, exists on the south side of the ravine, the property belonging to Mr. Geo. Trueman, Iverma farm. Five soldiers were killed and scalped. The bridge has long since disappeared, but its foundations are preserved.

DE BOISHÉBERT ET RAFFETOT, CHARLES DES CHAMPS.—A prominent military figure in Acadie in the mid-eighteenth century.

Born at Quebec, 1727. Entered the army in 1742. In 1746 he accompanied his uncle, M. de Ramesay, in his military expedition to Acadie. Served at the siege of Annapolis Royal, which was unsuccessful, the French army retiring to Beaubassin at Chignecto. Boishébert was an officer in the force which surprised and defeated the British under Colonel Noble at Grand Pré in January, 1747. Afterwards he returned to Quebec, and

in 1749 was sent to the Saint John River, where he built a fort at the mouth of the Nerepis. In 1751 he went to France with despatches, and again in 1754 he was sent to rebuild Villebon's old fort in Saint John. Learning of the approach of a British



CHARLES DES CHAMPS DE BOISHEBERT

force from Chignecto after the fall of Beauséjour, he destroyed the fort and moved up the river. In August he defeated a British force sent to ravage the French settlements at Shepody and on the Petitcodiac. In 1758 he led a force to Louisbourg, which was besieged, but retired without being able to give assistance. In 1759 he fought at Quebec, and in April, 1760, at St. Foy. After the cession of Canada he went to France and was thrown into the Bastille charged with complicity in the peculations of Bigot, the notorious Intendant of Quebec. After fifteen months he was set free and exonerated. Thereafter, he remained in France on his estate of Raffetot, near Rouen. The date of his death is not known, though it was after 1783.

BOUNDARIES OF THE PROVINCE.—(a). On the eastern side. The British authorities described the line of demarcation between New Brunswick and Nova Scotia in the commission which was given to Governor Carleton. It did not suit the authorities at Halifax at all, and the most determined efforts were made to



change it so that they might control more New Brunswick territory. A spirited fight arose and continued for years. Finally, in 1858-59, the present boundary was adopted. It is as follows: The Missequash river from its mouth to the head of its tide, then by compass lines along its general course (so as to place this part of it and some land northwest of it in Nova Scotia — ), as far as Portage Bridge, two miles to the southwest of the source of the river; from this point, in a straight line to the Tidnish river near Tidnish bridge, the line not reaching the sea.

(b). On the northern side. The boundary between New Brunswick and Quebec was also a cause of prolonged controversy and of investigations by commissions. Final settlement was only made in 1855.

(c). On the eastern side. The determination of the present international boundary between New Brunswick and the United States was a matter of prolonged discussion and controversy, leading the countries perilously near to war on at least two occasions. The disputes arose because of different interpretations of an article relating to the boundary in the Treaty of Paris, September 3, 1783. During many years several commissions were employed at great labor and expense in the endeavour to arrive at an agreement. This was reached by negotiations carried on by Lord Ashburton and Daniel Webster, who signed a treaty at Washington August 9, 1842.

BOUNDARY DISPUTES.—Of the various occasions on which there has been trouble on the western border of the province since the close of the Revolutionary War, only two were serious and endangered international relations. The first was in 1828, when Maine announced that she would fix her own boundary regardless of Great Britain or of the American Congress. Governor Lincoln raised the State Militia and marched to the frontier of New Brunswick. Some filibusters, under John Baker, crossed it and raised the American flag in a village. When Governor Sir Howard Douglas heard of this action he quietly arranged his military forces so that they could be used

if necessary. Then he sent a constable to the village to seize the flag and to bring Baker to Fredericton as a prisoner. This was carried out. Attempts were made to free him both by Governor Lincoln and the American Government, but Sir Howard refused and had Baker tried before the Chief Justice; he was found guilty and fined. Great Britain and the United States then agreed to submit the boundary question to the Arbitration of the King of the Netherlands. His decision given in 1831 was rejected by the United States Senate, and the border question was left unsettled.

The next dispute occurred in 1837 over the ownership of a tract of timber land on the upper Saint John river. Governor Sir John Harvey sent troops to the neighbourhood. The Governor of Maine did likewise. Both provinces made war-like preparations. There would probably have been fighting, for the forces were only separated by a narrow stream, had not General Winfield Scott arrived on the scene. He quieted the bellicose Governor of Maine and conferred with Sir John Harvey, both then agreeing to withdraw and report the situation to their Governments.

This affair, long known as the Aroostook War, led to another arbitration on the boundary question, the Commissioners being Daniel Webster and Lord Ashburton. Their decision was rendered in 1842 and was accepted by both countries. Since that time peace and good will have reigned on the border.

BURIAL GROUND, PUBLIC, SAINT JOHN.—The old cemetery in the heart of the city, near King Square, was once a swampy tract covered with trees, which was reserved for burials when the city was laid out in 1783. It was somewhat larger then than it is now and had a fence around it. The first graves were mostly marked with head boards, but these were all destroyed in a fire which swept the town in 1837.

The oldest stone is that of Coonradt Hendricks, 1784; it is near the western entrance, south of the middle pathway. The first grave-digger was a negro, Edward Burr, who performed this work for fifty years. He was something of an original character and found relief, after his gruesome day's work, by

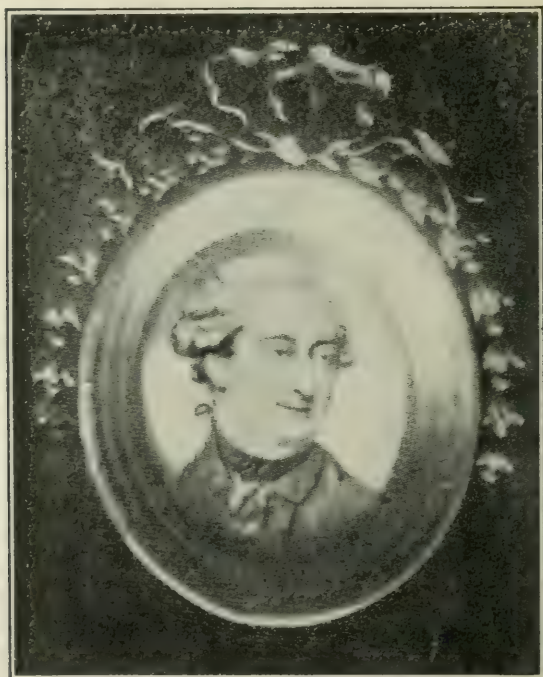
fiddling at dancing parties. In 1848, by Act of Legislature, further burials were prohibited for sanitary reasons. A caretaker was appointed by the city, who, besides being given a small salary, was allowed to grow flowers for sale. Walks were made and flower plots laid out. In spite of this official care, many grave stones have been destroyed. In 1883, the Centennial year, a public-spirited citizen, George F. Smith, erected a fountain near the center of the grounds.

Some years ago the New Brunswick Historical Society re-set and restored a number of monuments and grave-stones, and had head-boards painted and re-lettered. They also made copies of all the epitaphs which remained and have preserved them in their records. In addition they planted a large number of trees in the grounds.

**BUTTE A ROGER, CHIGNECTO.**—This name was given to a somewhat isolated hill on the eastern slope of Fort Beauséjour ridge. It is easily recognized near the main road between Sackville and Amherst. It was an outlying guard station of Fort Beauséjour.

**CARLETON, THOMAS.**—First Governor of New Brunswick. Born in Ireland in 1735. He entered the 20th Foot Regiment in 1753, while James Wolfe was its Lieut.-Colonel. After an extensive military service he was sent to Canada in 1776 as Quarter Master General under his brother Sir Guy Carleton, Governor of Canada and Commander-in-Chief. He fought in the battle on Lake Champlain in which Benedict Arnold's vessels were taken and burned. He continued to serve in Canada until 1782, when he returned to England.

In 1784 he was appointed Governor of the newly formed Province of New Brunswick, and worked energetically to organize its Government. He established the capital at Fredericton. In 1803 he sailed to England and did not return, his functions being carried on by an Administrator. He died in 1817 and was buried in the family vault of the old church of Nately Scures, Hants. Some years ago the Province of New Brunswick placed a brass tablet in this church to his memory.

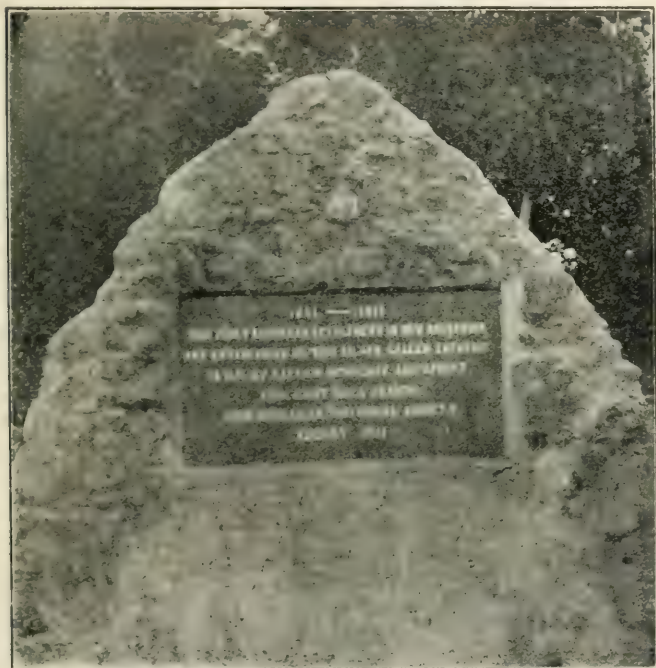


THOMAS CARLETON  
GOVERNOR OF NEW BRUNSWICK 1784-1817

CATON'S ISLAND.—This island, named by the French, "Isle Emenenic," is in the Long Reach of the River Saint John, about twenty-one miles above the harbor. On it the first European settlement was established about 1610; it consisted of a party of traders and fishermen from St. Malo in France. They were there in defiance of Poutrincourt, who was then in command at Port Royal. In October, 1611, his son Biencourt, was sent with some soldiers and the Jesuit priest Biard, to discipline the settlers. After some slight disturbances the settlers were overpowered, and became duly submissive. Thereupon, Father Biard celebrated mass, this being probably the



first religious service in the country. The modern name is that of Isaac and James Caton, pre-Loyalist grantees in the vicinity.



MEMORIAL TABLET  
CATON'S ISLAND, SAINT JOHN RIVER

A memorial tablet was placed on the island by the New Brunswick Historical Society in 1911.

CHAMPLAIN, SAMUEL DE.—Explorer, geographer, colonizer and writer. Born at Brouage, France, in 1567. He came of a long line of fishermen and sailors and was educated as a navigator. For a time he served as a soldier, but after 1598 went to sea again, visiting the West Indies and Mexico. In 1603 he made his first voyage to the St. Lawrence, which he ascended as far as the Island of Hochelaga (Montreal). In the spring of 1604

he sailed as navigator with De Monts' expedition to Acadie. In exploring the Bay of Fundy the harbor, now known as Saint John, was reached on June 24, St. John's Day, and Champlain gave the river the designation by which it has since been known. The latter was explored for a considerable distance. The winter of 1604-5 was spent on an island in the St. Croix (see p. 44). During the next two years Champlain assisted De Monts in establishing a colony at Port Royal and explored the coast from Cape Breton to Martha's Vineyard. In 1607 he went to France, and in 1608 returned to the St. Lawrence and founded Quebec. During the following years he explored the country in various directions, discovering Lake Champlain, ascending the Ottawa and going to Georgian Bay. He worked hard to strengthen the colony and increase its trade. In 1629 he was taken by Kirke as a prisoner to England. After the reinstatement of the French in power in Quebec he was sent there in 1633 as the King's Lieutenant, and, after two years of constant work he died at Quebec on Christmas Day, 1635. The books which he wrote describing his voyages are now classics, and are of the utmost value to students of history.

CHAMPLAIN TERCENTENARY AT SAINT JOHN.—In 1904, during a session of the Royal Society in the city, a splendid celebration was held in honor of the three hundredth anniversary of the first visit of Champlain, and a brass tablet in honor of Champlain and De Monts was unveiled in the new Free Public Library. One of the most interesting features was a water pageant, in which a vessel, which was a replica of the one in which the explorers sailed, arrived at the market slip, accompanied by many canoes filled with Indians. From the vessel landed a number of men dressed in the costumes of three hundred years ago, gentlemen, soldiers, priests, and others. They proceeded to the center of the Square, made gifts to the Indians and smoked the pipe of peace with them. They then took possession of the land in the name of the King of France and the Indians danced about them.

A handsome Champlain monument was afterwards erected in Queen Square overlooking the harbour. (See frontispiece.)

DE CHARNISAY, CHARLES DE MENOU, SIEUR D'AULNAY.—He came to Acadie in 1632 with his cousin De Razilly, the newly appointed Governor, and with the patronage of his kinsman, Richelieu. After the death of De Razilly in 1635, he succeeded as Lieut.-Colonel of the King in Acadie, with his headquarters at Port Royal, but as Charles de La Tour had already been



SIEUR D'AULNAY DE CHARNISAY

granted this title, the country was divided into two spheres of influence in which each was supreme. Very soon they became bitter rivals and enemies, largely owing to La Tour's success at Saint John as a fur-trader. Thus they became known as The Rival Chiefs of Acadie. Charnisay used his influence in Paris against La Tour and was ordered to send him to France. When La Tour refused, Charnisay attacked him in Saint John, but was unsuccessful until 1645, when he captured his fort in

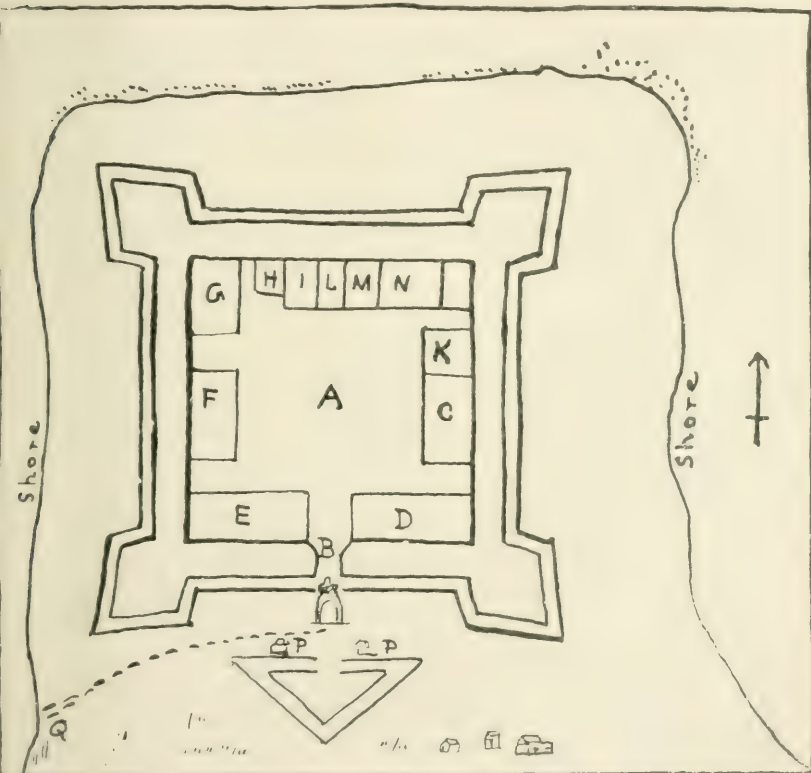
Saint John while the owner was absent. Madame La Tour was in command and made a splendid defence. Charnisay acted with great brutality, hanging all the garrison save one, in the presence of the lady. She died after only a few weeks. Charnisay destroyed the fort and built a new one on the west side of the harbour (now Carleton). He then ruled supreme in Acadie until 1650 when he was drowned in the river near his fort in Port Royal. When La Tour returned again in 1651 as Governor, he married Charnisay's widow and thus consolidated their interests.

CHARNISAY, FORT.— After the destruction of Fort La Tour in 1645, Charnisay kept possession of St. John, building a new fort on the opposite side of the harbor (now Carleton), on an elevation above the island now known as Navy Island. He continued, however, to make Port Royal, the capital, his chief residence, until his death from drowning in 1650. In the meantime La Tour had led an adventurous and wandering life and was able to bring about a change in the attitude of the French King towards him, so that in 1651 he was sent back to Saint John as Governor of Acadie. Charnisay's widow was still at Port Royal and a conflict arose between her and La Tour over certain property rights. This was satisfactorily settled by the negotiation of a marriage between them, the contract being signed February 24, 1653. In 1654 Acadia was conquered by a force sent by Oliver Cromwell, Col. Thomas Temple being afterwards made Governor. La Tour went to England to urge his claims as a baronet of Nova Scotia. In conjunction with Temple and William Crowne of Massachusetts he was awarded a large grant of land; later, La Tour sold his share to Temple, and is believed to have resided afterwards in the fort at Saint John which was built by Charnisay, dying there about 1667 at the age of seventy-four. He was buried near the fort. During his occupancy of this place it was probably known by his name, and, hence, in modern times, confusion has arisen in the minds of historians as to "Fort La Tour."

In 1672 when the Sieur Martignon received a seigniorial grant at the mouth of the Saint John river, the name of the fort



was again changed, being known as "Fort Martignon." When in 1700 Governor Villebon established himself there after moving from Nashwaak, it became known as "Fort St. Jean." After



VILLEBON'S FORT AT SAINT JOHN, 1700

Court	B. Gateway	C. Governor's House
Officers' House	E. Magazine for stores	F. Caserne
Powder Magazine	H. Prison	I. L. M. N. Lodgings of Surgeon and others
Bakehouses	Q. Landing place	

his death the fort was abandoned. About the middle of the eighteenth century the French rebuilt the fort which was known as "Fort Menagoueche," but it was again abandoned.

In 1758 Monckton arrived with an army and rebuilt and garrisoned the fort, which was named "Fort Frederick," though

on a map of 1761 it was termed "Fort Monckton." In 1768 the garrison was withdrawn, and only a corporal and four men left in charge. In 1775 a raiding party of Americans burned the fort and barracks and took the few soldiers prisoners. This was the first hostile act against Nova Scotia during the Revolutionary War. In Carleton the fort has for many years been referred to as the "Old Fort." An ancient cannon and other relics have been dug up near it. At the present time, while the wall has not entirely disappeared, the site has been partly built over and used as a lumber yard. A memorial cairn with a bronze tablet relating to the history of the fort has been erected by the Historic Sites and Monuments Board of Canada, a short distance above the site.

CARLETON.—After the arrival of the Loyalists, while the majority settled in Parr Town, a considerable number were placed on the opposite side of the harbor, on the elevated ground above Fort Frederick. It was laid out in lots by Paul Bedell. In 1785, Carleton and Parr Town were, by charter, united as the City of Saint John. The name was given in honor of Sir Guy Carleton, Commander-in-Chief at New York, because of his great services to the Loyalists who flocked to that city for relief at the end of the war. The first wards were Guy and Brook, the former named after Sir Guy, and the latter after Brook Watson, Commissary General under Carleton, and chief executive officer concerned in the sending of the Loyalists to New Brunswick. Two of the streets were also named Brook and Watson. Carleton is now termed the West End of Saint John.

CHIGNECTO EARLY FRENCH CHURCHES.—The old church of Beaubassin has already been mentioned (p. 22), as has that of Beauséjour (p. 23). There was still another French church in Chignecto, viz., at a settlement in the upper Tantramar district (now Upper Sackville), known as The Four Corners. It was destroyed in 1755, the bell being saved and buried. In later years the latter was recovered and taken to Memramcook College.

In "*Memoirs sur Le Canada*," on a map of Chignecto, a church is also marked at Baie Verte.

**CITY HALL, SAINT JOHN.**—From 1797, for over thirty years, a wooden building on Market Square was used as the City Hall. The basement was at first a general store; the first floor, a market, and the upper store served as Council Chamber and Law Court. In 1830, the Courts were moved to King Square. In 1837 the City Hall was replaced by a brick structure, which was burned in 1841.

**COAL MINING IN NEW BRUNSWICK, EARLIEST.**—There is a record describing the expedition of Boston vessels in July, 1643, hired by La Tour, to attack Charnisay, who was blockading the harbor of Saint John. When the former reached the harbor, Charnisay was forced to sail away, one of his pinnaces, laden with furs, being captured. One of the Boston vessels then sailed up the Saint John river, through the Jemseg to the north side of Grand Lake, where it took a load of coal for Boston. This is important, as indicating that coal was exported from Queen's county as early as 285 years ago. This is the earliest record of the export of coal in Canada or probably in all America.

When the country passed entirely under British control, the Grand Lake Coal Mines were first worked by Joseph Garrison, a grantee of Maugerville in 1765; he was the grandfather of William Lloyd Garrison, the Abolitionist of Boston.

**COCAGNE.** Named by Governor Nicolas Denys, who says in his book, that while delayed there for eight days he found everything with which to make good cheer. The word in French has a signification somewhat similar to the English *Utopia*, an ideal land fit to satisfy the heart of man.

On the south shore of the bay is a spot, long known as *le camp de Boishébert*, because here in the winter of 1755-56, this French officer (see p. 27) established himself while engaged in protecting fugitive Acadians.

**COFFEE HOUSE, SAINT JOHN.**—In Parr Town's earliest days a two story building was erected at the corner of King Street and Market Square, named the "Exchange Coffee House." It was for many years the favorite tavern and a center for social

and business gatherings of all kinds. In 1803, it was bought by William Lomond, known as the "Ben Lomond House." The old Coffee House survived the perils of several fires and was torn down in 1853. It has been termed Saint John's first Club.



OLD COFFEE HOUSE  
AT FOOT OF KING STREET

CUMBERLAND, FORT, CHIGNECTO.—This name was given to Fort Beauséjour by Colonel Monckton after its capture in 1755. By order of Governor Lawrence, the fort was greatly strengthened, the old buildings repaired and new ones built, and a strong garrison stationed there. The French made no effort to regain the fort nor sent again to the province any large force of troops. Boishébert represented the French authorities but he had very few soldiers; with these he protected the French refugees, and



annoyed the English as much as possible. Marauding parties of Acadians and Indians infested Chignecto for several years and occasionally caught and killed small parties of English soldiers. Several punitive expeditions were sent out from the fort to destroy Acadian settlements and capture the livestock. Thus much devastation was wrought at Tantramar (Upper Sackville), Westcock, Shepody and the Petitcodiac.

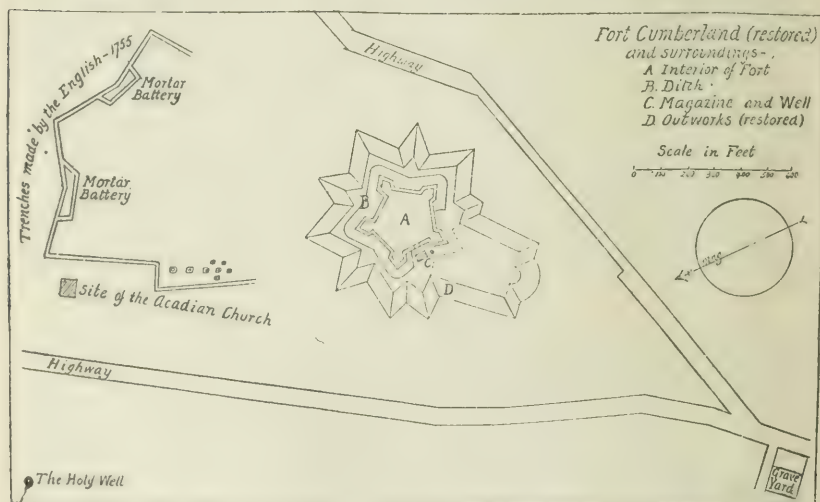
After the final cession of Canada, troubles between the French and English ceased. Most of the unfortunate Acadian population had left the country, and in the early sixties, as the result of efforts made by the Nova Scotia Government, settlers from the American provinces began to arrive in the country about Fort Cumberland, and also soldiers who had been disbanded. One of the most important of these settlements was in the district now known as Sackville.

In the seventies, more people arrived, a large number from Yorkshire, England, whose descendants form an important part of the neighboring counties of Westmorland and Cumberland (N. S.)

In a report made to the Government in 1784 by an able engineer officer, Lieut.-Col. Morse, the condition of the fort was described and a careful plan presented. The latter indicates the chief changes made after the defeat of the French, the most important being an extension of the glacis in two straight lines for about seventy yards from the pentagonal fort itself, towards a gateway on the south side. Inside these projections was a large parade ground in which on the sides were placed barracks, bake house, canteen and other structures. Within the fort were other barracks, casemates, storehouses, etc. A stone and brick powder magazine stood outside the main entrance of the main fort. Morse's report indicates that while there was still a small garrison, the fort, though having sixteen mounted guns, was partly ruined. It is doubtful if any repairs were carried out until the war of 1812-14 broke out, when they were undertaken by the government. Thereafter, there is nothing worth recording except that, after the garrison was withdrawn, the place fell gradually into ruins, the buildings disappearing, the glacis being levelled and the casements falling in. Forty years



ago the powder magazine was fairly well preserved but it has since fallen. The guns have long since disappeared, having been mostly been sold to foundrymen by the Canadian Government. Fortunately, a few, both French and English, were rescued and are still preserved in private hands. The pentagonal wall of the fort has withstood the ravages of time remarkably well. Monckton's lines exist with very few changes, the deep ditch and gun-emplacements being worthy of careful inspection. At each extremity of the main fosse, advanced small trenches



### FORT CUMBERLAND AND SURROUNDINGS

BASED PARTLY ON AN OLD PLAN. (GANONG, 1899)

This ground plan of the Fort was given with details in a Report by the Engineer Col. Joseph Morse in 1784. The outline of the outer works may still be traced

and musket pits are still traceable. Of the buildings which occupied the heights in the eighteenth century, scarcely any traces remain.

The fort with the government property around it has been declared a National Park (1925) by the Canadian Government, and efforts will be made to preserve the remains from further destruction.

The Historic Sites and Monuments Board have placed a cairn with a bronze tablet on which the main facts relating to the fort are stated, on the wall near the main entrance. On the eastern slope of the hill they have also placed two monuments, one relating to the Isle de la Vallière visible on the marsh, another, in honor of the Yorkshire settlers.

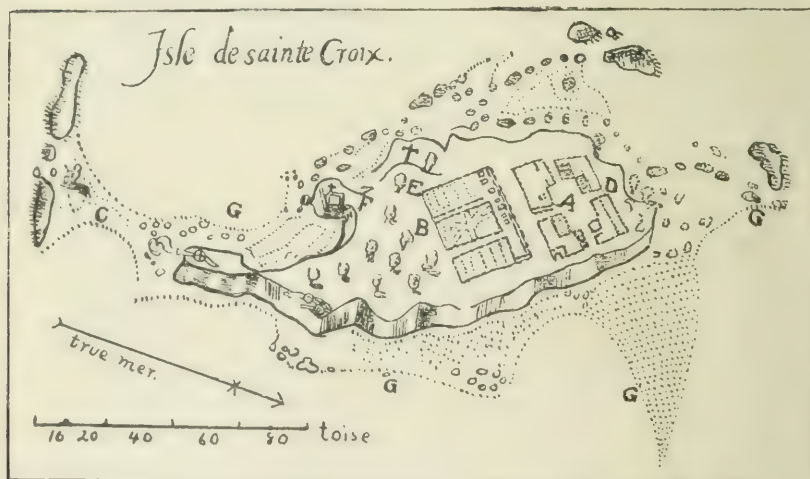
The graveyard of the fort is in a field behind the farm house at the small open space at the southern end of the fort property. It is in a shocking condition, most of the stones having disappeared.

Below the main road on the western side of the fort hill is an old spring with remains of a stone wall which once enclosed it. This has long been known as the "Holy Well," the tradition being that the priests obtained from it the holy water used in the Beauséjour church; though, another states that the well had marvellous healing virtues.

DENYS, NICOLAS. A pioneer in Acadie. Born in Tours, France, in 1598. His early life is not known, though he is believed to have gone to sea, and may have made voyages to Acadie as a fisherman in his youth. In 1633, in partnership with De Razilly, governor of Acadia, and others, he established a sedentary fishing station at Port Rossignol (near Liverpool, Nova Scotia). This failed and he moved to La Have, where he cut lumber and exported it to France. He abandoned this and probably engaged in fishing and trading in the Gulf of St. Lawrence, in connection with the Company of New France. He had a post at Miscou and another at St. Peters (Cape Breton). These were seized by Charnisay and his widow. Later, he went to Nepisiguit (on Bathurst Harbor).

In 1654 he was appointed Governor of Newfoundland, the Islands in the Gulf, the coast of Nova Scotia and New Brunswick from Canso to Gaspé, with a monopoly of sedentary (fixed) fishing. In 1668 his large St. Peters post was burned and he moved to Nepisiguit. In 1671 he returned to France for many years, his son Richard acting as his Lieutenant. Owing to troubles connected with his great grant, Nicolas returned to Acadie about 1685 and settled at Nepisiguit. There he died and was buried in 1688, being nearly ninety (see p. 21).

Of the record of his life, nearly all has been forgotten. A lasting memorial, however, exists in his two volume book on Acadie, published in Paris in 1672. Much of this was written in Nepisiguit. One of the most interesting chapters describes a visit to Saint John Harbor, after Charnisay had built his new fort following the destruction of La Tour's fort at Portland Point. He gives a graphic description of the latter event and of Madame La Tour's splendid defence (see p. 73). He also gives a good account of the Falls.



### DOCHET'S ISLAND

ISEL DE SAINTE CROIX — CHAMPLAIN (GANONG)

- |                     |             |   |
|---------------------|-------------|---|
| A. Plan of houses   | B. Gardens  | C. Small islet with platform for cannon |
| D. Place for cannon | E. Cemetery | F. Chapel G. Shoals and rocks           |

DOCHET'S ISLAND. While this is American territory, its history is so intimately associated with Canada's early development that it is herein described. It was on this island, in the St. Croix river, that the first settlement of Europeans was made, north of the Gulf of Mexico. When De Monts' expedition, having Champlain as navigator, after visiting the shores of the Bay of Fundy during the summer of 1604, decided to establish

themselves, they chose this island to which the name *Isle Sainte Croix* was given by De Monts.

A full account with a plan will be found in Champlain's early history. There were dwellings, storehouses, a chapel of wood and several gardens. The winter was severe and the settlement suffered greatly from scurvy, which caused the death of thirty-five men, out of the original seventy-nine, and much suffering among the remainder. The buildings were not frost-proof: there was no water on the island, melted snow being used instead. In the spring it was decided to abandon the island, and on June 18, 1605, the party sailed to Acadie, establishing themselves on the south shore of what is now Annapolis Basin, opposite Goat Island, and naming the new settlement Port Royal.

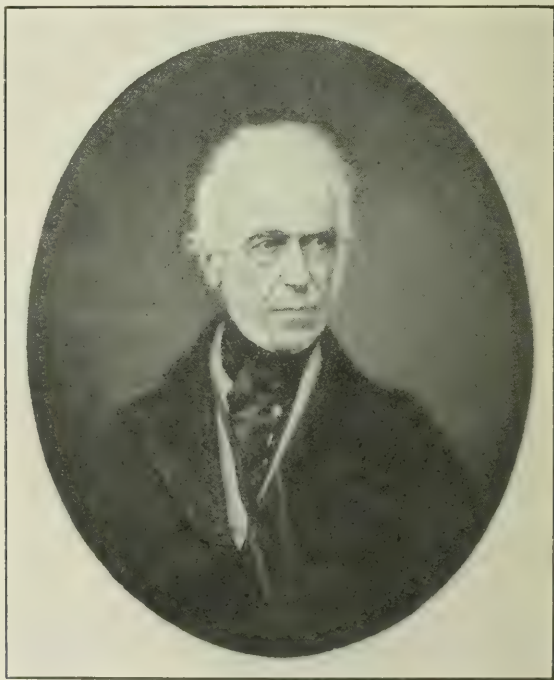
Dochet's Island has changed somewhat in the succeeding centuries, having been washed away in parts. When in the eighteenth century the skeletons in the grave yard became exposed by erosion, the name Bone Island was applied to the place.

DOUGLAS, SIR HOWARD. Born in 1776 of an ancient Scottish family. In 1794 he entered the Royal Artillery. After a distinguished career in the army, both as a fighter and a writer, he was appointed in 1823, Lieutenant-Governor of New Brunswick, and Major-General, commanding the troops in that province, Nova Scotia, Prince Edward Island, Newfoundland and Bermuda. He was sworn into office August 28, 1824, entering on his duties with the keenest desire to advance the interests of the province. Thus, early noticing the poor transportation facilities, he urged the improvement of roads, and he designed the highway from Fredericton to Saint John, which was rapidly improved. Through his advocacy, steam navigation on the Saint John was developed. He visited all parts of the province, advising the people and taking the greatest interest in their work. Realizing the importance of improving agriculture, he established Agricultural Societies, obtaining public funds for their support and giving prizes for their encouragement.

In 1825, when New Brunswick was devastated by most disastrous forest fires, he took the leading part in providing



relief for those whose property had been destroyed (see p. 58). He took the greatest interest in the soldiers under his command, and originated the Soldiers' Savings Banks, which were afterwards approved by the British Government. Having been nearly wrecked owing to difficult navigation on the coast, he urged the erection of lighthouses, beginning by recommending



GEN. SIR HOWARD DOUGLAS, BART.

that one be placed at the entrance of the Miramichi, and another at St. Paul's Island in the southern entrance of the Gulf of St. Lawrence. These were built, and were followed by others. His interest in education was great, and he expanded the Grammar School of Fredericton into King's College, obtaining a Royal Charter. He was installed as its first chancellor in 1829, and gave money to provide an annual gold medal.

In 1828 he was confronted with a serious situation, owing to the high-handed action of the Governor of Maine in threatening military measures because he was not satisfied with the boundary between his State and New Brunswick. Owing to Sir Howard's firmness the danger was averted, and the boundary dispute was submitted to the arbitration of the King of the Netherlands, Sir Howard being recalled to give advice at the arbitration. His departure evoked expressions of the deepest regret throughout the province.

Sir Howard must be regarded as one of the ablest and most enlightened governors ever sent to Canada from Great Britain.

The Historic Sites and Monuments Board of Canada have placed a bronze Memorial Tablet to his memory in the Legislative Building at Fredericton.

**DRUMMOND, FORT.**—Name of blockhouse which stood near the Martello tower (see p. 81) in Saint John, named after Major Drummond, who commanded at Saint John in 1812.

**EDDY REBELLION.**—When the American Revolution broke out, there was considerable sympathy with the movement among American settlers in different parts of the country. This was very marked in the Chignecto region, where the malcontents were led by Col. Jonathan Eddy and a renegade Scottish settler, John Allan. They decided to seek aid in the revolted provinces and both these leaders managed to cross the border in safety. Eddy raised a force in Maine, and against Allan's advice to delay matters, he sailed with his men to the Petitcodiac river, and then marched overland to Fort Cumberland, encamping on the height north of the fort, now called Mt. Whatley. The garrison of the fort had been strengthened by 150 regulars under Col. Joseph Gorham. On November 10, 1776, Eddy sent the latter a summons to surrender, which produced a counter-summons with a similar demand.

Eddy then decided to attack, and on the night of November 12, attempted to scale the walls of the fort, but failed. After a few days another effort also failed. At this juncture a sloop of war arrived with four hundred soldiers for the fort. Gorham

then took the offensive and attacked Eddy's camp, scattering his followers in all directions. Eddy escaped to Maine, and the rebellion was ended. Much assistance was given to the soldiers by the Yorkshire settlers.

ENGLISH SETTLEMENT IN SAINT JOHN, FIRST.--As a result of the efforts made by the Government of Nova Scotia to secure settlers from the American provinces after the conquest of Canada, attention was directed, among other districts, to the valley of the Saint John River.

On August 28, 1762, a party arrived in the harbor from New England, among them being James Simonds of Haverhill, Mass., his brother Richard, Hugh Quinton and Francis Peabody. They were accommodated in Fort Frederick, where Lieut. Giffred Studholme, of the 40th Regiment, commanded. On the night of their arrival, Mrs. Quinton gave birth to a boy, who was named James, the first English child born at Saint John.

After an investigation, the newcomers decided to remain. In 1764, James Simonds, William Hazen, James White and others formed a business organization, which they established at Portland Point, which had been the site of La Tour's Fort before the middle of the seventeenth century (see p. 73).

The firm engaged in fur-trading, fishing, lumbering, lime burning, farming, stock-raising, building and sailing vessels, and trading with the New England provinces and the West Indies. The Revolutionary War destroyed their American trade, but they found compensation when the Loyalists arrived in large numbers.

Of the houses occupied by the settlers, only part of one remains, viz., that occupied by the Hazen family. There is a sketch of this in existence, which shows it to have been a simple square two story structure in the midst of grounds which sloped down to the shore of the harbor; indeed, it was quite the most important house in the place. Its foundation and part of the ground story may still be traced, but the superstructure has been several times altered. The lower story is now a grocery and the upper, a dwelling. The house is at the corner of Simonds and Brooks Streets near Portland Point, and, though, having

only a small portion of the original structure, must yet be considered as the oldest remnant of a building in the city. Simonds' house stood on the very site of La Tour's fort, on a green mound which may still be seen in the yard of a coal company on the Point.

An important development of the business was the procuring of pine masts, spars and other timbers for the Royal Navy (see p. 77).

In these days pine was used for all classes of lumber, scarcely any attention being given to spruce. The first spruce deals were sawn in the province in 1819, and the first cargo reported was in 1822, but it was only in later years that the exports became large.

FALLS AT THE MOUTH OF THE RIVER SAINT JOHN. These have attracted great attention since the white man first came to the province and they have been described by Champlain, Lescarbot, Denys and many other explorers and writers. The peculiarity of the Falls is that they reverse; part of the time the water rushes upwards, and part, downwards. Where they are situated, the river narrows to a width of 350 feet, the limestone banks being walls nearly 100 feet high, and the bed of the river consists of sharp rocky ledges. At low tide a mighty volume of water rushes downwards over these forming a turbulent rapid. As the tide again rises (Saint John Harbor tides may reach nearly thirty feet) it meets the river current at the Falls, overcomes it and rushes upwards over the falls with great velocity. This struggle takes place twice in every twenty-four hours.

The following is the Indian legend of the origin of the Falls:

Glooscap, ever watchful over the interests of the Indians, controlling the forces of nature as well as all the animals, was informed that the Big Beaver was annoying some of the other animals, and he, thereupon, cautioned him as to his future conduct. However, the Beaver continued to misbehave in the Passamaquoddy district and Glooscap went after him. Big Beaver, learning of this, fled to the mouth of the river Saint



John (Men-ah-quesk) and built a dam across it so high that the whole country was flooded above it for many miles forming a Jim-quispam or huge lake.

Glooscap scoured the country in search of the beaver but did not find him. When he arrived at Saint John and saw the dam he smote it with his mighty club breaking it, so that the great rush of water carried a piece of it outside the harbor, where it became deposited forming an island (now called Partridge Island). The great lake which existed above the dam was reduced, a much smaller area being left as the present Grand Lake.

The split-rock seen below the falls was believed by the Indians to be Glooscap's club, which he threw there after smashing the dam. The Indian name of the falls means "the beaver's rolling dam."

It may interest the curious to know that Glooscap finally found and killed Big Beaver.

Nicolas Denys describes in his book a visit to Saint John in the seventeenth century, and gives an interesting account of the Falls. He refers especially to the great whirlpool, which exists at flood tide, in which floating objects are often caught and moved round and round for hours. In La Tour's time a huge log had been held for a long period, its end appearing above water for a time and then disappearing, perhaps for days. The Indians believed the log to be a Manitou (Devil). When it was not visible they believed that the Manitou was angry. When it was in sight they did homage to it by fastening beaver and other skins to it with arrow-heads. Denys was told that La Tour had once tried to draw the log out with boats, but had failed.

#### FIRST CHURCHES OF METHODISTS AND BAPTISTS IN CANADA.

Many of the Yorkshire settlers had come under the influence of John Wesley in England and, after they were established in Chignecto, they gradually developed an organization under William Black (later known as Bishop Black). In 1786 the first conference took place and in 1788 the first Methodist church was built at Point de Bute, the land having been given

by Wm. Chapman. At the entrance to the cemetery, which was next to the church (the latter has long since disappeared) a memorial gateway has been erected to commemorate the pioneer effort of Methodism in Canada, and the work of Bishop Black.

The first Baptist church in Canada was organized in 1763 in Sackville, among the settlers who had come from the American provinces.

FIRST SHIPMENT OF DEALS FROM SAINT JOHN.—This took place in 1822, the deals being sent to Cork; they were cut by hand.

FIRST STEAMBOAT IN NEW BRUNSWICK.—(See p. 99).

FIRST STEAM SAW MILL IN NEW BRUNSWICK.—Erected on the Portland Shore and started July 29, 1822, in the presence of Sir James Kempt, Lieut.-Governor of Nova Scotia, and General Smyth.

FOUNDATION OF PROVINCE OF NEW BRUNSWICK. Previous to the coming of the Loyalists, this province was part of Nova Scotia and was administered from Halifax. Apart from the hardships which befell the settlers, much dissatisfaction and ill-feeling developed among them, owing to the method of distributing land and other administrative acts of Governor Parr and his government. An agitation soon arose in favor of separating the mainland portion of Nova Scotia from the peninsula and establishing a new government in it. The proposal was favorably received in England and an early decision was made to effect the division of territory. Col. Thomas Carleton, brother of Sir Guy, was commissioned as Governor of the new province, named New Brunswick, though, at first, the designation "New Ireland" was favored. At one time the name "Pittsylvania" was proposed, in honor of William Pitt.

The new governor arrived in Saint John on November 21. The next day his commission was read and he was sworn into office. His first council was also held, and the work of administration begun.

*what year?*

The Chief Justice, George D. Ludlow, and the assistant Judges were sworn in on November 25. The Supreme Court met for the first time, February 1, 1785. The Governor decided that Saint John was not a safe place for the seat of Government and selected St. Anne's, eighty-five miles up the Saint John river. To this he gave the name of Frederick Town, now Fredericton.

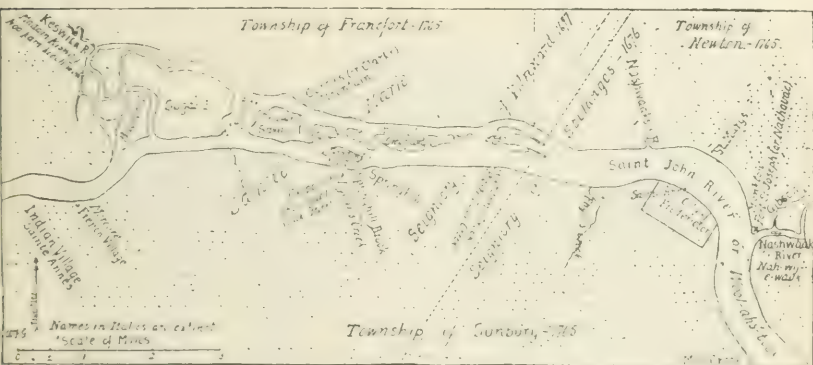
On October 15, 1785, writs were issued for the election of members to serve in a General Assembly, the province having been divided into counties. In Saint John there was an election riot, which was suppressed by troops ordered out by the Governor. The first meeting of the Legislature (General Assembly) was held in February, 1786, in the Mallard House, which stood on the site of the present Royal Hotel on King Street.

Carleton moved to Fredericton in October, 1786, but the second session of the Legislature could not be held there in 1787, because of lack of accommodation, and it met again in Saint John. The same was the case with the newly appointed Supreme Court. Thereafter, meetings were held in Fredericton, the first being held July 18, 1788.

FRANKLIN, MICHAEL. Born in England, 1720. Migrated to Halifax in 1752, and had there a successful business career. In 1762, appointed a member of Council. In 1766, made Lieut.-Governor until 1776. In 1776 he organized the militia of the province and was made a Lieut.-Colonel. During the American Revolutionary War his services were of the greatest value, especially in dealing with the Indians, and he was made Indian Commissioner. In 1778 he arrived in Saint John with Father Bourg, a French priest, and summoned the Indian Chiefs to a conference, which resulted in their pacification and submission (see p. 65). In 1781 he entered into partnership with Hazen and White, when they decided to start the masting industry, and through his influence with the authorities at Halifax, the firm was very successful. He died in Halifax in 1782.

FREDERICTON. The capital of the province, on the site of St. Anne's, an old ruined French village. It was settled by Loyalists who first arrived there in the autumn of 1783. There

were then only three old French houses standing. The first winter was very trying, and there was much hardship, due to exposure and lack of supplies. When Governor Carleton in 1785 first decided on its erection he named it Frederick Town in honor of the second son of George III, who was Bishop of Osnaburg. Indeed, in the early days it was sometimes called Osnaburg. The Governor established his residence there in 1786, the first Council meeting being held on October 30. At this time the only means of communication with Fredericton was by means of the river, and this caused much dissatisfaction



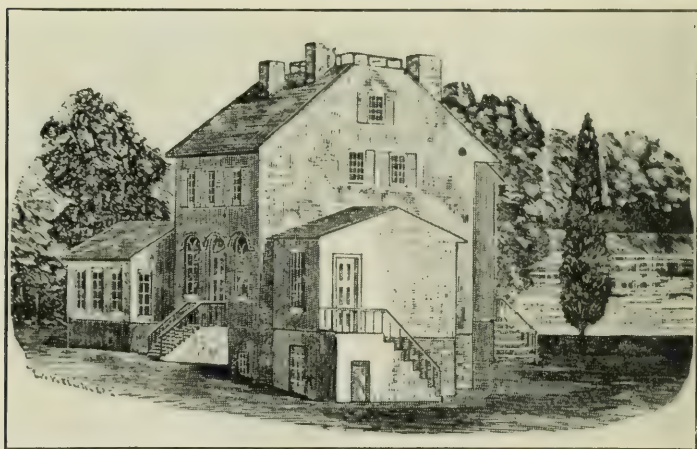
HISTORICAL MAP OF THE VICINITY OF FREDERICTON (GANONG)

with its selection as a capital. The Legislative Assembly could not at first be called in winter, and it did not meet until July 18, 1788. The building in which it convened still stands on Queen Street and is marked with a tablet. Early provincial budgets were not very large. From February 15, 1787, to June 30, 1788, the sum of £1,308, 2s, 7½d, was collected in duties, most of which was obtained in Saint John. Much of the tax was on rum, of which nearly 140,000 gallons were imported, a large quantity for such a small population.

Until the latter part of the nineteenth century the Legislature consisted of a House of Assembly of elected members and a Legislative Council, the latter having both executive and legislative functions, and consequently possessing much power and



influence, though always subservient to the Governor, who had the power of suspending and appointing members. The Council became a close corporation known as the Family Compact, vacancies being given to relatives and friends of existing members. Consequently, in course of time, it became obnoxious to the people at large. Its sessions were behind closed doors and its proceedings were not published until after 1830. It frequently was at deadlock with the House of Assembly, and was most punctilious in regard to the etiquette to be observed in their official relationships.



FIRST GOVERNMENT HOUSE

In 1832 the double functioning of the Council came to an end, the Executive being separated from the Legislative, judges being excluded. This was a great advance, for it led to the disappearance of the evils of the Family Compact. In the latter part of the nineteenth century the Legislative Council was abolished. There is now a single chamber and an Executive Council under the Lieutenant-Governor. Until Confederation the Lieutenant-Governors were appointed by the British Government; since 1867 by the Dominion. Until recently there was an official residence, Government House, for the use of the

**Lieutenant-Governor** However, in 1893 it was decided to close it, the governors being, henceforth, allowed to live at home, going to Fredericton only for the session of Legislature, and renting a house or living in a hotel for the time. Government House, a handsome stone structure, standing on the bank of the river at the north east of the City, was sold to the Dominion Government during the war, and was used for a time as a hospital. The last governor who occupied it was Sir Leonard Tilley.

The provincial buildings in which government is carried on, are well situated in an open space on Queen street. They are modern. Fredericton is also the seat of the University of New Brunswick. This began as an Academy, supported by a government grant, in 1785. Later, through the efforts of Governor Sir Howard Douglas it became King's College in 1829. In 1859 it was given a University Charter.

The Metropolitan Anglican Bishop resides in the city. There is a handsome cathedral beautifully situated by the river, built through the efforts of Bishop Medley.

**FUNDY, BAY OF.**—That this Bay was known to Europeans, before the arrival of De Monts and Champlain in 1604, is well established. It was undoubtedly visited by French, Basque and Portugese fishermen and traders in the sixteenth century, and is marked on maps of that period. The name probably comes from the first designation of the Portugese "Rio Fondo" or "deep river," for thus it is found on their maps. It is on the Cabot map of 1544, but may be much older. Towards the end of the sixteenth century it was termed Fundy Bay. It was De Monts who called it La Baye Francoise, and it was thus known for some time, but gradually the present designation came to be common. Other explanations of the origin of the name have been given but need not be mentioned. The Bay is remarkable for its tremendous tides.

**GASPEREAU, FORT, BAY VERTE.**—This fort was built by order of De la Jonquière, Governor of Canada in 1751, and was placed at the head of Baie Verte not far from the mouth of the Gaspereau River (a short distance south of the modern village

of Port Elgin). It was a square structure and was surrounded with a ditch. The latter can be traced in most of its extent, but all traces of the fort itself have disappeared. From the fort there was communication by sea with Louisbourg and Quebec.

Communication with Fort Beauséjour was at first kept up by the old Indian route, viz., portage to the chain of lakes communicating with the Missequash river and by the latter as far as Pont à Buot; thence by land along the Beauséjour ridge. In 1754 a roadway was constructed between the forts, the marshy places being made solid by driven piles, on which were placed logs. Part of this route corresponded to the present highway between Bay Verte and Beauséjour. In a few places the disused French road is still visible (one very good piece exists near the site of Bloody Bridge on Iverma farm).

Fort Gaspereau was taken from the French, commanded by Capt. Villeray, after the capture of Beauséjour by Col. Monckton in 1755, Col. John Winslow being sent with 300 men against it. An English garrison was placed in charge and the name was changed to "Fort Monckton." Soon afterwards a party of nine English soldiers were killed and scalped by Indians while out getting wood for the fort. Other attacks of this character followed until by order of the Governor and Council in Halifax in September, 1756, the fort was abandoned and burned (along with Fort Lawrence). The slain men were buried in the graveyard near the fort. Several of the headstones are still preserved; the rest have disappeared probably by erosion of the shore by the sea. The graveyard is now under the care of the Historic Sites and Monuments Board of Canada, who have erected a memorial cairn close to the old ditch of the fort, near the modern lighthouse.

GORHAM, JOSEPH.—A native of New England, and brother to Col. John Gorham. As a Lieutenant of Rangers he served in Nova Scotia in 1749. In 1760 he became Major in the American Rangers, and was made a Lieut.-Colonel in 1771. In 1766 he became a member of the Council of Nova Scotia. For several years he was Lieut.-Governor of Placentia, New-

foundland, though he did not reside there continuously. In 1776 he was placed in command of Fort Cumberland, and was besieged by the American rebels under Eddy (see p. 47). He took a great interest in the Indians and had much influence with their chiefs.

GRAND FALLS, SAINT JOHN RIVER. —Among the cataracts of North America, that in the Saint John river is only excelled in magnitude by Niagara and the Grand Falls in Labrador. The main fall is almost perpendicular and about 74 feet in height. The winding gorge below, through which the turbulent water rushes for nearly a mile to the lower basin, drops fifty feet in that distance, its walls varying in height from 80 to 100 feet. At the narrowest part a massive overhanging part of the cliff is known as Pulpit Rock. Near this are many so-called "wells," varying greatly in size; the largest are about 30 feet deep, 16 feet in diameter at the top, widening towards the bottom; these have been excavated by the action of the water during long ages. Below the wells is a whirlpool, named the "Coffee Mill." Logs caught in its swirling current are often so worn down as to be unfit for the mill. The Falls are more majestic and impressive during the spring freshets, but, in summer, when the water is low, the interesting features of the gorge are seen to best advantage. The Indian name of the Grand Falls, Chik-im-ik-pe, means a "destroying giant," which probably refers to the impressive character of the mighty volume of water. However, the designation has been attributed to the following legend describing the destruction of a Mohawk war party, which, long ago, had invaded the country of the Maliseets. The latter, after the autumn hunting, had settled at Meductic and were engaged in a series of festivities. In the evening, as they were dancing around huge bonfires, they heard a woman shouting from the river bank. She was brought into the Fort and was found to be one of their own number. She then told how that 500 Mohawk warriors had entered the country of Madawaska intending to descend the great river and destroy Meductic. They surprised the hunting camp in which this squaw was living with her husband and children. The latter were slain, but the

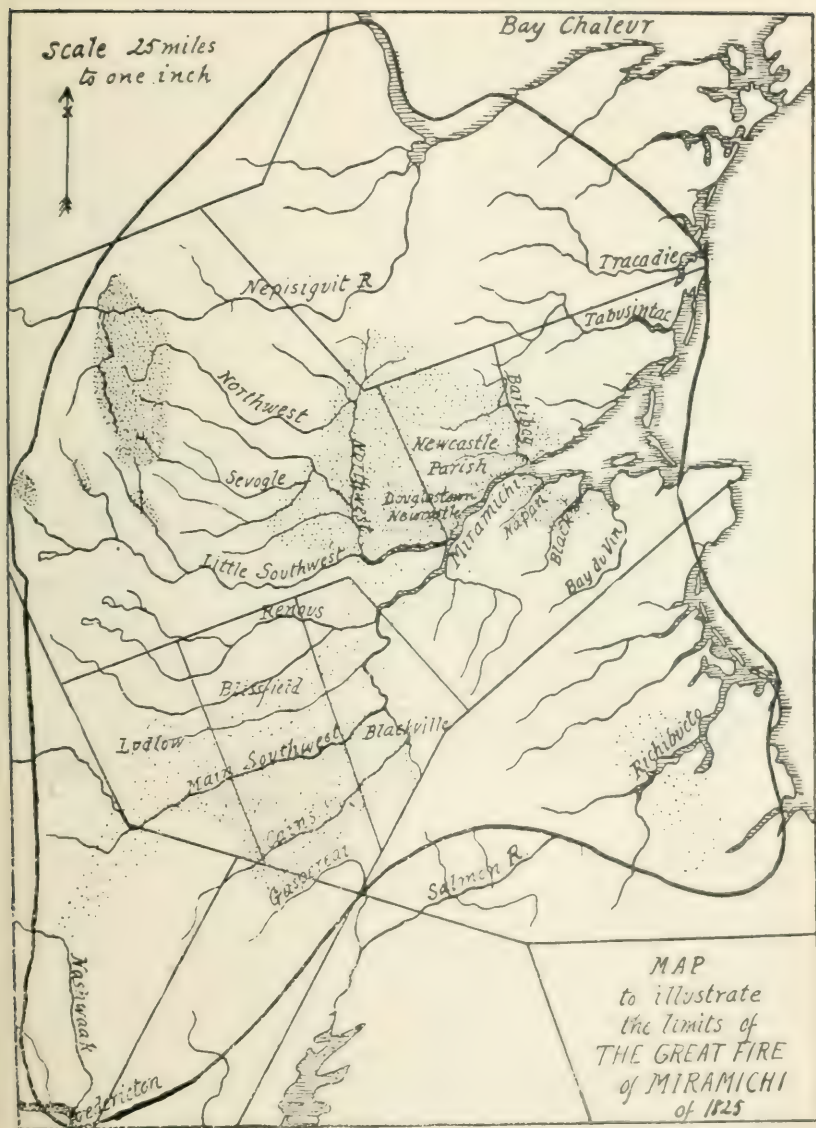


woman was spared on condition that she guide their canoes to Meductic. She was placed in the Chief's canoe and the descent began. As they neared the Little Falls of the Madawaska, she made them stop so that a portage could be made. They then embarked on the Saint John with the assurance from the woman that there were no more falls or rapids. Lulled into a feeling of safety the Mohawks lashed their canoes side-by-side and allowed them to drift down the river. As evening came on most of the Indians went to sleep, only a few sentinels keeping watch. As the Grand Falls drew nearer the latter heard the noise and asked the woman the cause. She told them that it was merely a fall at the mouth of a river emptying into the Saint John. Watching her chance, the woman quietly slipped over her canoe into the water and swam ashore, while the unsuspecting and sleeping Indians were swept towards their doom. As the brink of the cataract was approached the terrific noise awakened the sleepers who filled with horror, seized their paddles and tried to stem their downward progress. It was too late. They were swept over the Falls and every man was lost. The brave woman found her way home; she had saved her people but lost her reason, and insanity was her lot during the rest of her life.

There is another version of this story in which the woman shares the tragic fate of the Mohawks, expressed in the following verse:

"And, many a day thereafter, beyond the torrent's roar,  
The swarthy Mohawk dead were found along the river's shore.  
But on brave Malabeam's dead face no human eyes were set —  
She lies in the dark stream's embrace, the river claims her yet."

**GREAT FIRE OF 1825.**—This conflagration, one of the most appalling in modern times, has been usually described as "The Great Fire of Miramichi," because it chiefly devastated this region. The autumn of 1825 was exceptionally dry. In the beginning of October there were forest fires in various places within an area extending from Fredericton to Bay Chaleur in the north to the coast of Kent on the south, an area of 6000 to 8000 square miles. On October 7 a northwesterly hurricane of great force developed and caused these fires to spread with great



The heavy line indicates the area within which were the local fires often collectively grouped as the Great Fire. The shaded places show known areas of fire, the definiteness and destructiveness being indicated by depth of shading. The Newcastle Northwest area shows the extent of the Great Fire proper CANONG.

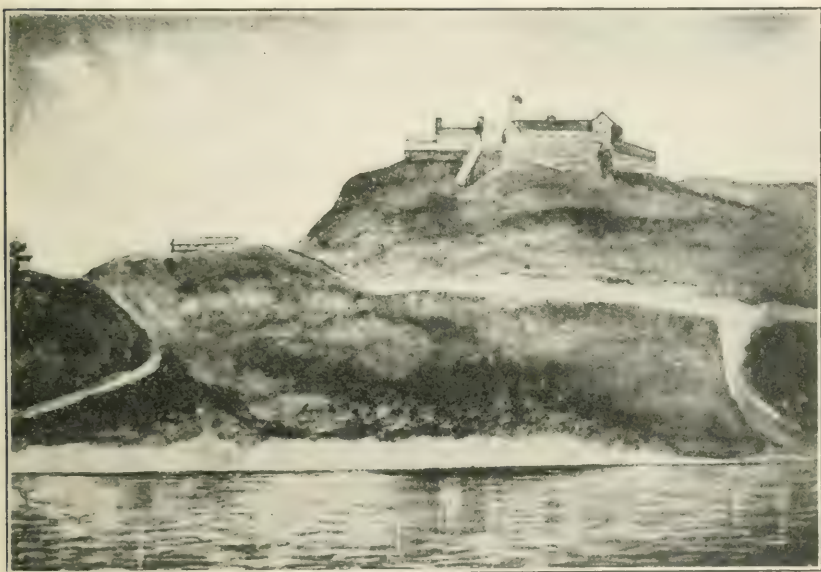
rapidity. Thus a huge extent of country was converted into irregular areas of flame and smoke. The most extensive area burned was that at Newcastle, about 400 square miles in extent. The noise of the conflagration was terrifying, and man and beast fled before it, trying to reach the rivers and lakes, though even in these they were not safe unless far from shore. Many people believed that it was the end of the world, the day of judgment having come. A fire had occurred in Fredericton on September 19, in which the residence of the Governor Sir Howard Douglas had been destroyed. On October 7 there was a more serious conflagration which consumed much property in the town.

Sir Howard at once organized relief measures for those who had suffered loss in Fredericton, and in a few days, as soon as the great fire had sufficiently subsided, he bravely traversed the burnt district for about 150 miles as far as Miramichi, to succor and encourage the destitute. Through his great efforts, large sums of money, clothing, provisions, etc., were sent to New Brunswick from other parts of Canada, Great Britain and the United States. In this manner some fifteen thousand homeless people were relieved and helped to make a start again.

HOWE, FORT. After the destruction of Fort Frederick by the Americans in 1775, the English residents on the Saint John river became alarmed and appealed to the authorities in Halifax for protection. The anxiety became greater when various raids followed and when an American force under Jonathan Eddy attempted to capture Fort Cumberland in Chignecto. Several war vessels were sent to cruise in the Bay of Fundy, but as these were ineffectual for land defence, fresh appeals were made and a body of troops, under Major Gilfred Studholme, were sent to Saint John in 1778 with orders to rebuild Fort Frederick or to build a new fort. The latter course was adopted, and on the large hill above Portland Point, Studholme erected "Fort Howe" and two Block Houses; the hill has ever since been known as "Fort Howe Hill." It was abandoned as a military post in 1821.

At the present day all traces of the fort have disappeared. A signal staff has been erected in modern times near its site,

and, near by, is an old well (now filled with rubbish) which was used by the garrison. It is interesting to note that after the fort was built, its guns never had the opportunity of firing at an enemy.



FORT HOWE

**HUGHES, FORT.**—In 1780, during the troubles caused by American raiders on the Saint John river, a Block House was built at the mouth of the Oromocto river and a small band of soldiers stationed in it. It was named after the Lieutenant-Governor of Nova Scotia. It has long since disappeared.

**ILE DE LA VALLIÈRE, (TONGE'S ISLAND), CHIGNECTO.**—An elevated tract in the flat marsh between Fort Beauséjour and Fort Lawrence. In the early days before dykes were made by the French, the hill appeared as an Island when the marshes were flooded. It was part of the large seigniory of Chignecto granted to Michel Le Neuf de la Vallière in 1676. On it he



built his residence and administered the affairs of Acadie as Commander and acting Governor under Count Frontenac, 1678-84. After the English conquest it was named Tonge's Island, after an Engineer officer. It is now a farm. Until recently remains of cellars of the old French houses could be seen at the southern end. It may be termed the geographical center of the Maritime Provinces.

The Historic Sites and Monuments Board of Canada have erected a monument at Fort Beauséjour, with a bronze tablet describing the Island.

INDIANS OF NEW BRUNSWICK.—Two tribes exist, the descendants of those who were in the country when it was discovered by the French. The Micmacs or Souriquois occupied the eastern portion of the province from the Restigouche river (extending also north into Gaspé) to and into Nova Scotia. The Maliseets or Etechemins occupied the valley of the Saint John and the southwestern part of the province; of these there were two divisions, viz., the Passamaquoddies in the region between Point Lepreau and the bay of this name, closely related to the Penobscots of Maine, and the Woolahstukwik belonging to the Saint John region. All were of the Algonquin stock. These two great tribes have lived in peace, at least during the historical period.

As might be expected the province is very rich in Indian names, chiefly owing to the French who so largely adopted them. As the Indians depended for their sustenance chiefly on game and the products of the sea they were a migratory people, moving in spring and summer to places in which fish and shell-fish abounded, and in autumn and winter to the haunts of wild animals. The few places which were more or less continuously occupied were those in which on rich intervals and a rude form of agriculture (e. g., growing of Indian corn and pumpkins) was practised. Such were Meductic, Aucpac, Madawaska, Richibucto and Burnt Church on the Miramichi. While many of the old temporary camping grounds have disappeared, it is still possible to locate a large number, especially those on the sea-coast, where great heaps of oyster and clam

shells have been left. Many remains of this character have been washed away by the action of the sea on the shores. Important camping sites were also on rivers below water-falls, and at the head of tide-water, for there the best fishing (trout and salmon) was to be found. The existence of eels in large number in sluggish rivers (of which the Indians were very fond), also determined the location of camps. When porpoises existed around the coasts, they were also prized for food, and, thus, camps were made at Grand Manan and Point Lepreau in the Bay of Fundy. Minor considerations, as pointed out by Ganong, were a level place near the water, a good beach for the canoes, and a spring; even where a camp was made on a fresh-water river, the Indians preferred to drink spring rather than river water. Where large villages were established there was usually a combination of the factors above mentioned. Thus, Meductic on the Saint John river was at the end of a most important portage (see p. 78); there were eel grounds, and an abundance of game, a fine spring and rich land which produced good crops.

Defence against enemies did not seem to determine the choice of a location, though at Meductic, Nerepis, Richibucto and a few other places forts were built. The ordinary village depended upon a fence of palisades.

In the days of the French regime, the most friendly relations existed with the Indians, owing to the wisdom, tact and amiable qualities of the former, and also to the missionary work of the priests. The latter exerted an immense influence on the Indians and in course of time won over large numbers as adherents of their church. They always were faithful allies of the French in the wars with the English and when the latter conquered, they did not take kindly to the new masters. However, in course of time, they adapted themselves to the new regime, and while intimate relations, such as had existed between them and the French, never developed, they were treated with justice and liberality. As the province was opened by settlers, Indian reserves were provided, wherein the natives might live undisturbed. Even when small bands have preferred to wander, and camp on private property, they have not been hampered, for they have usually proved to be honest and inoffensive. In

recent years they have tended to camp near towns and summer resorts, seeking employment or selling their baskets and articles made of wood. Some have tried agriculture but with indifferent success.

The present Indian population is not large, but it is not dying out as is generally believed. The census statistics for New Brunswick are as follows:

1851.....	1116
1861.....	1212
1871.....	1403
1881.....	1401
1892.....	1511

The language, legends and mythology of our Indians have been thoroughly studied by various scholars, but chiefly by the late Dr. Silas Rand of Nova Scotia, who lived with them for forty years as a missionary. He compiled a Micmac dictionary of more than 40,000 words, worked out the grammatical basis of their language, and translated the Bible into Micmac; these and other achievements established his reputation as one of the greatest philologists in the field of study of the aboriginal languages of America.

He has also done great service in bringing to light the legends and mythology of our Indians. It is to him that we owe the discovery of Glooscap, that mythological character, who has been termed the most Aryan-like of any ever evolved from a savage mind. In the belief of the Indians, Glooscap was a supreme super-man, who lived among them, though invisible, acting like all other men, except that he was never sick, never grew old and was immortal. He lived unmarried in a large wigwam with an old lady, termed grandmother, who kept his house, and with a servant. He controlled the forces of nature, and was obeyed by the animals. He was high-minded, hospitable and generous. His favorite residence was Cape Blomidon on the Basin of Minas, N. S., which was called Glooscapweek (Glooscap's home). An illustration of his prowess is given in describing the Falls at the mouth of the Saint John river (see p. 50).

## INDIANS OF NEW BRUNSWICK IN REVOLUTIONARY WAR.

In 1778 through the intrigues of American agents bringing letters from General Washington, wampum belts and other presents, the Indians of the province threatened an uprising. In August, their chiefs sent notice of their intention to Major Studholme in Fort Howe. Through his efforts and those of James White, Col. Michael Francklin, Indian Commissioner of Nova Scotia, greatly assisted by a French priest, Father Bourg, the danger was averted. The Indians were invited to a conference at Fort Howe, which resulted in a complete pacification of the tribes. Father Bourg read a letter from the Bishop of Quebec urging them to be faithful to the authorities and threatening to expel from the church any who refused. The Indians, thereupon, took a solemn oath of allegiance, and sent a message to the American authorities informing them of their decision. They then gave a String of Wampum to Col. Francklin, and delivered up the presents sent by Washington as well as the Treaty which they had previously been induced to sign, which pledged them to furnish 600 warriors for the service of the United States Congress. Col. Francklin then decorated the chiefs and distributed presents, and the Conference closed with festivities. Thereafter, the Indians gave no trouble and remained loyal, though other efforts were made by the Americans to make them rebel.

INDIAN SCHOOLS. Prior to the Revolutionary War a society existed in New England, supported by money raised in England, for the purpose of propagating the gospel among the Indians. In 1786, the Society transferred its interest to New Brunswick. An influential commission, with Governor Carleton at its head, was formed to supervise the work of education among the aborigines. Schools were established at Sussex, Miramichi, Woodstock and other places. It was then decided to concentrate the work at Sussex, and an Indian School or College was started to give a common secular and religious education and instruction in farming. It continued its work until 1833. The funds were not wisely spent and the Indians complained of the system because very few were able to send their children to



Sussex. It ended in failure both as a means of spreading Protestantism among them and of encouraging them to take up agriculture.

INDIANTOWN, SAINT JOHN.—In order to cultivate friendly relations with the Indians after the Treaty made with them at Fort Howe in 1778 (see p. 65) a trading house was built so as to accommodate them, a road being built to it from the harbor (now Main Street). The name "Indian House" gave way to Indiantown during the nineteenth century.



INSIGNIA OF THE PROVINCE  
OF NEW BRUNSWICK

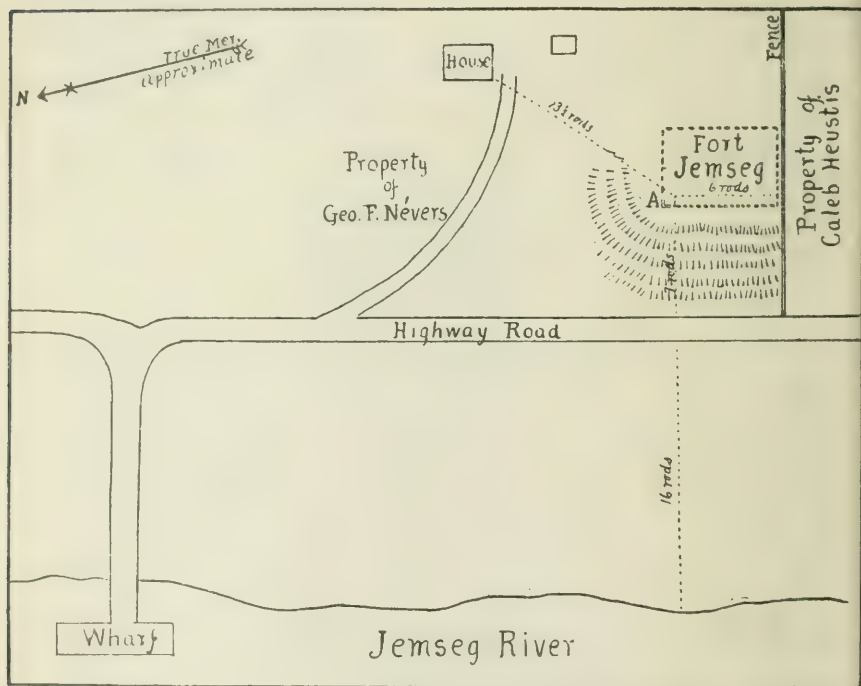
INSIGNIA OF NEW BRUNSWICK.—The Provincial Coat of Arms was adopted in 1868, following the Confederation of Canada. It had an ancient galley with oars in action in the lower part, and in the upper a "Lion passant guardant." Above was the Royal Crown.

The first Provincial Seal, given in 1785, represented a ship sailing up a river on the borders of which was a new settlement with pine trees. The motto was "*spem reduxit*;" (she restored hope). Around the margin was the inscription "*Sigill. Provinciæ, Nov. Bruns.*" On the obverse side was the British Coat of Arms and the inscription "*Georgius Tertius Dei Gratia Brittaniarum Rex Fidei Defensor.*" On the death of a sovereign, a new seal was made with the Royal name changed, and, possibly, some minor changes.

Since Confederation, a new seal has been adopted, being uniform with those used in the other provinces, except for the Coat of Arms and the name of the province. In the center is the Royal Coat of Arms, surmounted by a Crown, while below is the Provincial Coat of Arms.

**JEMSEG, FORT.**—In 1654 an English fleet, under Oliver Cromwell's orders, having captured Port Royal and Le Hève, the sovereignty of Acadie was claimed by England, and when peace was declared between the two nations in 1655, this was yielded by France. In 1656 Cromwell gave a grant of Acadie to Col. Thomas Temple, Charles La Tour, and William Crowne. In 1657 Temple was made Governor and he established himself in the country. In 1659 he built a fort at Jemseg, which he used for trade with the Indians, the first post ever built by the English on the River Saint John. Though Temple's appointment was confirmed when Charles II came to the throne in 1660, by the Treaty of Breda in 1667, Acadie was once more restored to France, Temple being ordered to retire. He refused for some time but, finally, obeyed, and was succeeded by a French Governor, De Grandfontaine in 1670. Two sites have been suggested as having been occupied by a fort, one a short distance below the mouth of the Jemseg, which was, later, abandoned as being subject to inundations; the other, higher up the river, on its east bank (at the site now known as Lower Jemseg). It is with the latter that we are concerned. The fort was built on a knoll a short distance from the river, and remains of it may now be seen on the property of Mr. F. C. Nevers, close to the main highway. The most important event in its history was its

capture by a Dutch force in 1674. France and England had declared war on the United Provinces. The latter sent a strong naval force to America, ravaging the East coast and retaking Manhattan Island, after which a Dutch government was established in the Province of New York. The English Parliament



SKETCH OF SITE OF FORT JEMSEG (GANONG)

A. Corner of fort still visible

then forced King Charles to make peace, which was signed at Westminster, February 9, 1674, the Dutch agreeing to withdraw from New York. In the summer of this year, the Dutch fleet being in the West Indies, Capt. Jurriaen Aernouts was commissioned in the name of the Prince of Orange to attack his enemies. Learning of the peace made in London, he determined to attack the French in Acadie. Having obtained a competent

pilot, Capt. John Rhoades, of Boston, he sailed north and on August 1 captured the French fort at Pentagoet, taking prisoner M. de Chambly, Governor of Acadie. He then sailed to Saint John, and, taking a force up the river, captured Fort Jemseg and its commandant De Marson, Lieutenant to M. de Chambly. Acadie was thereupon proclaimed to be a Dutch possession, the name of New Holland being given to it. Aernouts left several of his men in Boston to exercise authority in the new territory until further orders from the Prince of Orange. Many troubles followed the departure of Aernouts and the Dutch West India Company attempted to carry on exclusive trade in Acadie, but Massachusetts objected to Dutch possession and made many difficulties. Finally, the Dutch were completely ousted and France regained possession.

Jemseg was rebuilt in 1690 by Villebon and occupied a short time, but, in 1692 it was abandoned for a position considered more desirable, viz., at Nashwaak.

JENNY'S OR COBBETT'S SPRING, SAINT JOHN. —This spot is associated with a romance in the life of William Cobbett, the great English radical reformer and writer, who was once stationed at Fort Howe as a private in the 54th Regiment. He enlisted in the army in 1784 and was sent to the 54th in Halifax the next year. The regiment sailed to Saint John soon afterwards, remaining there until its return to England in 1791, when Cobbett retired with the rank of sergeant-major.

While in Fort Howe he fell in love with a soldier's daughter, then, as he states, only thirteen years old. They met first at this spring. He decided that she would become his wife. When she went to England with her parents, Cobbett gave her all his savings to spend on herself and asked her to await his return. It was several years before he saw her again, when he found her in service earning five pounds a year. She had not spent his money but returned it to him. Cobbett's affection and respect were greatly raised by her action and some time later he was proud to marry her.



The spring was on the Fort Howe ridge about half a mile from the fort. This area is now occupied by houses, but the site of the spring is uncovered and is found on First Street.

A proposal is on foot to mark it with a memorial tablet.

KINGSCLEAR (INDIAN VILLAGE).—This was an important Indian village though comparatively modern. The Indians moved from Aukpaque after the sale of the latter in 1794. A chapel was built and the bell used in it was the one which formerly belonged to the old Meductic Church.

LANDING PLACE OF THE LOYALISTS.—The first fleet from New York which transported American Loyalists to the province, arrived in Saint John Harbor about May 11, 1783. Several days elapsed before tents and other shelters could be arranged for the people, and the majority did not disembark until the eighteenth, at the Upper Cove (now Market Slip at the foot of King Street). This date has ever since been observed as the anniversary of the Landing. To mark the spot a boulder carrying a bronze tablet has been placed near the water by the Historic Sites and Monuments Board of Canada.

LAWRENCE, FORT, CHIGNECTO.—Though the site of this fort is actually in Nova Scotia, being on the east side of the Misseguash River, its history is so intimately associated with that of Beauséjour, that reference must be made to it.

The fort was named after Major Charles Lawrence, who built it in 1750, acting under the orders of Edward Cornwallis, then Governor of Nova Scotia (Lawrence later became Governor). The site of the fort was on or near that of the ancient French village of Beaubassin (p. 20) which had been destroyed in the early part of the year. It stood on a ridge which extended from the shore of Chignecto Bay in a north easterly direction parallel with the higher ridge of Beauséjour, the distance between them being about one and a quarter miles. It was a square structure surrounded by a ditch and palisade, with a considerable number of houses on the south side a short distance from it. It was from this point that Monckton's army started on June 4, 1755, to

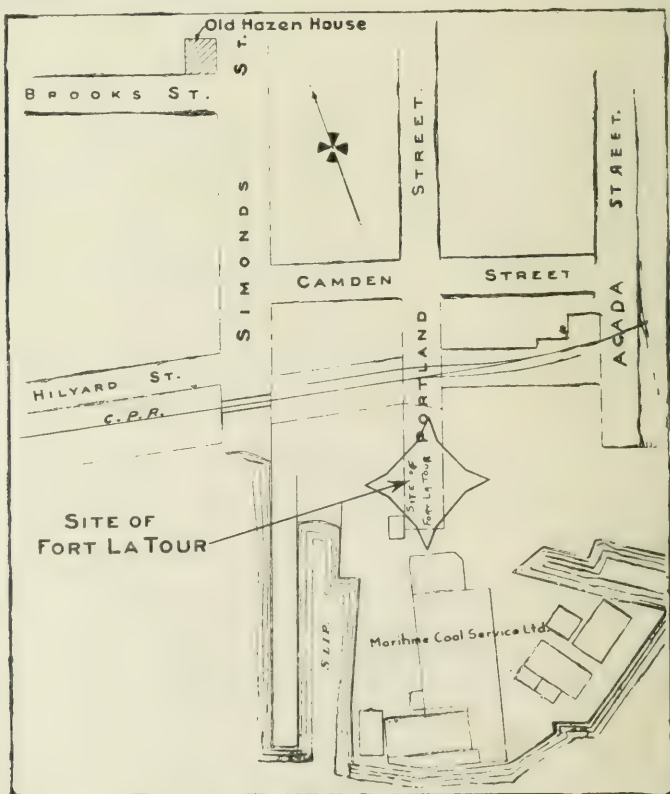
undertake the siege of Fort Beauséjour. After the capture of the latter, it became the chief stronghold of the British, though Fort Lawrence continued to be occupied until the end of 1756 when it was evacuated and dismantled.

At the present time only a small part of the ditch on the south side can be seen, near the cutting in which the railway runs. A farm house, belonging to David Lawrence, is built on the north part of the ditch. On the east side of the fort area a memorial cairn has been erected by the Historic Sites and Monuments Board of Canada.

LA TOUR, CHARLES AMADOR DE.—Born in 1596. Came to Port Royal, Acadie, with his father Claude, about 1610. After Argall's destructive raid in 1613, he went with Biencourt, Poutrincourt's son, and lived with the Indians. When the latter died he left La Tour his rights in Port Royal. He lived several years at Fort St. Louis, Port Lameron near Cape Sable. His father had returned to England and obtained a baronetcy of Nova Scotia for himself and one for his son. The latter, however, refused to change his allegiance and asked the King of France to make him his Lieut.-General, his request being granted in 1631.

In 1632 De Razilly was sent to Acadie as Governor, having with him D'Aulnay de Charnisay as his Chief Lieutenant. When De Razilly died the latter was appointed a Lieut.-Governor, and very soon these two representatives of the King became rivals and bitter enemies. In 1635 La Tour established himself in a fort at Saint John Harbor (see p. 73) and developed a large trade in furs. This angered Charnisay, because at Port Royal, his own headquarters, the fur-trading facilities were poor. After a series of intrigues and fights, Charnisay attacked the fort in Saint John in 1645 when La Tour was in Boston and Madame La Tour was in charge. The latter made a heroic defence but was beaten, her garrison hanged, and the fort destroyed. Her own death followed in a few weeks. La Tour, shorn of his power and possessions, became a wanderer, and his rival became sole ruler in Acadie. After the death of the latter in 1650, La Tour went to France and induced the King to appoint

him sole governor of Acadie. He returned and settled at Saint John, in the fort built by Charnisay on the west side of the harbor, and married the widow of his old enemy. In 1654, when the country was taken by the English in the time of Cromwell, he received a new grant of land and continued to live in Saint John until he died in 1666. He was probably buried near the fort. He left several children, and there are descendants to this day in the province.



SITE OF FORT LA TOUR

LA TOUR, FORT.—There has been much confusion as to the fort at the mouth of the Saint John river bearing this name. Dr. W. F. Ganong has established the facts beyond dispute.

The original fort was built either by Claude de la Tour, or by his son Charles, who was made Lieutenant-Governor in Acadie in 1631. He established himself at Saint John in 1635, having obtained a large grant of land. The site of this fort was on a knoll on the east side of the harbor, now termed Portland Point, and is still visible at the foot of Portland Street on the property of The Maritime Coal Company. La Tour had a rival in Acadia, Sieur D'Aulnay de Charnisay, who was also a Lieutenant-Governor for the King of France, with head-quarters at Port Royal. The latter envied La Tour his concession at Saint John, chiefly because of its valuable fur-trading privileges, and exercised all his power to defeat and oust him. For years they were in conflict, and, through Charnisay's influence in Paris, an order was obtained from the King requiring La Tour to return to France to answer charges against him. La Tour refused to go and Charnisay went to France to gain help to carry out the King's orders. In 1643, Charnisay, with a large force attacked Fort La Tour, but was unable to take it and a blockade of the post was instituted. La Tour obtained assistance in Boston and returned with several vessels and drove Charnisay's fleet away. Early in the winter of 1644-45, La Tour went to Boston for supplies leaving his wife in command of the fort. In February, 1645, Charnisay, in a heavily armed vessel again attacked, but was met with such spirited defence that his vessel was nearly sunk and several of his men were killed and wounded so that he was forced to retire. Two months later Charnisay made another attempt with a stronger force and succeeded in capturing the fort. Charnisay offered the garrison life and liberty, but, when in possession, he broke his word, and caused all to be hanged save one man who was spared on condition that he act as executioner. Madame La Tour was spared, but was punished by being forced to witness the hangings with a rope around her neck. The shock was too great for her, and her noble spirit was completely broken. In three weeks she died and was buried near the scene of her heroic fight. Charnisay then destroyed the fort, and established himself at Saint John, building another fort on the opposite side of the harbor (now Carleton). At the



top of Portland Street a bronze tablet referring to Fort La Tour, has been placed on the side of Fort Howe Hill by the Historic Sites and Monuments Board of Canada.

LE LOUTRE, L'ABBE JOHN LOUIS.—A prominent figure in Acadie in the eighteenth century. Born in Morlaix, France, in 1709. Ordained a priest in 1725. Joined the *Seminaire des Missions Etrangères* and was sent to Louisbourg in 1737. He spent a year with the Abbé Maillard, Missionary to the Micmacs, studying the Micmac language. In 1738 he lived with the Indians as a missionary. In 1744 when they attacked Annapolis Royal, he accompanied them as chaplain. Thereafter, he was always regarded with suspicion by the British. In 1746 he went to France but returned to Louisbourg in 1749, and took up his mission among the Indians. He moved to Baie Verte and tried to induce Acadians of the Peninsula to move to the territory (now New Brunswick) west of the Misseguash River. He was constantly regarded by the British as being the chief agent of France in influencing the Acadians against the Government, and in inciting the Indians to acts of cruelty. He was in Fort Beauséjour during the siege of 1755, but escaped before the capitulation, fleeing to Baie Verte, whence he sailed for Quebec. The vessel was captured and Le Loutre was taken prisoner to England. In 1763 he was set free and returned to France, where he died in 1772.

LUMBERING ON THE RIVER SAINT JOHN.—The pioneer lumberman was John Glasier, son of Benjamin Glasier who came to the Saint John in 1779, and was employed in cutting masts for the Saint John trade. His son John became famous for his lumber operations. He was the first to drive logs over the Grand Falls and to explore the Squattook Lakes. The phrase, "The Main John Galsier" was used to designate him as the "big boss," to distinguish him from the other members of his family. The expression spread to other districts and, indeed, all through America, being used to designate the manager of any large lumber industry. The following poem was written in honor of John:

Don't you hear them coming, tramping down the glen?  
Husky, lusty giants, shades of Glasier's men?  
Can't you hear them shouting, can't you hear them sing,  
Marching on the Aquatook in the early spring?  
    Leaders through the dappled dawn,  
    Warders of the night,  
    Mighty all in girth and brawn,  
    Devils in a fight.

Don't you see the "Main John" striding in the lead?  
Clear-eyed, strong and fearless, kith of Bluenose breed;  
First to bring a timber drive through the wild Grand Falls;  
First to sight the Squatook Lakes where the lone moose calls.  
    Haunter of the silent ways,  
    Spirit of the glen,  
    Dauntless as in olden days,  
    Glasier leads his men.

Glasier's men are driving, don't you hear their call?  
Ghostly shadows gliding through the forests tall;  
Inland stream and valley, sweeping plain and hill  
Feel again the spirit of the old-time thrill.  
    Shogomoc is running wild,  
    Tobique's white with foam,  
    Once again the mighty drives  
    Are sluicing grandly home.

Glasier's men are calling — calling strong today —  
From the forest-reaches where they led the way,  
Stirring souls to action, lifting visions bright,  
Thrilling hearts to daring, nerving arms to might.  
    Down the slopes of yesterday,  
    Through the throbbing years,  
    Comes the message ringing clear  
    Of Glasier's pioneers.

MADAWASKA.—This region has long been important because it was by the river of this name that there was communication between Quebec and Acadie. (See p. 96). Twenty-two miles above the junction of the Madawaska with the River Saint John the former arises in Lake Temiscouata. For a distance of two miles below the lake the river never freezes, and a village situated at that part is well-named Dégelé.

Near its mouth are rapids known as "Little Falls," and here the town of Edmundston is built.

In 1683 the seigniory of Madouesca was granted to Antoine de Chesnaye of Quebec, the southern boundary of which is now part of the dividing line between Quebec and New Brunswick. When in 1784 it was decided to remove all the French people who were settled at the lower end of the Saint John, an amicable arrangement was made by which they were placed in the Mada-waska region.

MALLARD HOUSE, SAINT JOHN.—This building occupied the site of the Royal Hotel on King Street. In it the first Legislature of the Province convened in February, 1786. In its largest room the first dramatic performance in New Brunswick was held on March 28, 1789. The plays were "The Busy Body" and "Who's the Dupe?"

MARCH OF THE 104TH REGIMENT.—During the war of 1812-14 there was a call for more troops for Western Canada. Though it was midwinter, it was decided to send the 104th regiment, raised in New Brunswick, to Quebec. Under the command of Major Drummond it started, a thousand strong, on its overland march on February 11, 1813, and arrived in Quebec on the 27th of the month without the loss of a man, the distance covered being 435 miles. While in settled parts the people gave some assistance with sleighs, the greater part of the journey was performed on snowshoes. This march is rightly regarded as one of the most remarkable in military history.

When Benedict Arnold in the latter part of 1775 led his force from Kennebec to Quebec, his feat was considered as very remarkable. It is not comparable to the march of the New Brunswick regiment for the distance was shorter and the weather much more seasonable; moreover, Arnold lost about three hundred men.

In December, 1837, the 43rd light infantry marched from Fredericton to Quebec, in favorable conditions, over better roads well provided with bridges, a performance much less arduous than that of the 104th. Yet of it the Duke of Wellington

is reported to have said, "It is the only achievement performed by a British officer that I really envy." He could not have known of the march of the 104th.

MARTELLO TOWER, SAINT JOHN.—(See p. 81).

MASTING.—The term applied to the industry of cutting large trees for ships' masts and spars. There is a record of the shipment of a mast to France as a sample by Governor Villebon in the latter part of the seventeenth century. Thereafter, shipments were sent to France, from time to time, for the use of the Royal Navy, though to what extent is not known. When the French regime came to an end, the value of the forests as a source of supply for the Royal Navy, was recognized by the British authorities. A report of the Surveyor General of Nova Scotia, Charles Morris, revealed that in the peninsula there were very few pines fit for masts, but that in the mainland (present New Brunswick), enormous numbers existed on the Saint John River and its tributaries. Immediately, a large reserve area in the upper Saint John was reserved for the sole use of the British Navy. When land grants were first issued, the government decided to reserve to the Crown all white pine trees, twenty-four inches in diameter and upwards, and that, if any land owner should cut such trees without license, his property should be forfeited. This raised a protest among those who were proposing to settle in the country, but it was unavailing. The law was merely the application of an enactment passed by the British parliament in 1722, prohibiting the cutting of white pine trees twelve inches in diameter and upwards in the King's Woods in North America; the law was amended to apply to granted lands in 1729. Even though a pine tree might be unfit for masts or spars it could not be cut on private land without a permit from the Surveyor of the woods. Naturally, this arrangement caused much dissatisfaction. The first Governor suggested to the authorities in London that the restriction as regards private lands might be removed, but it was not until 1811 that this was carried out. The pioneer of the masting industry in New Brunswick was William Davidson (see p. 82). In 1779 he made



a contract with the authorities at Halifax to supply the navy with masts, yards and other timbers. The prices paid varied. A mast eighteen inches in diameter and seventy feet in length, sold for £10 sterling, but one thirty-six inches in diameter and 108 feet long was worth £136 sterling.

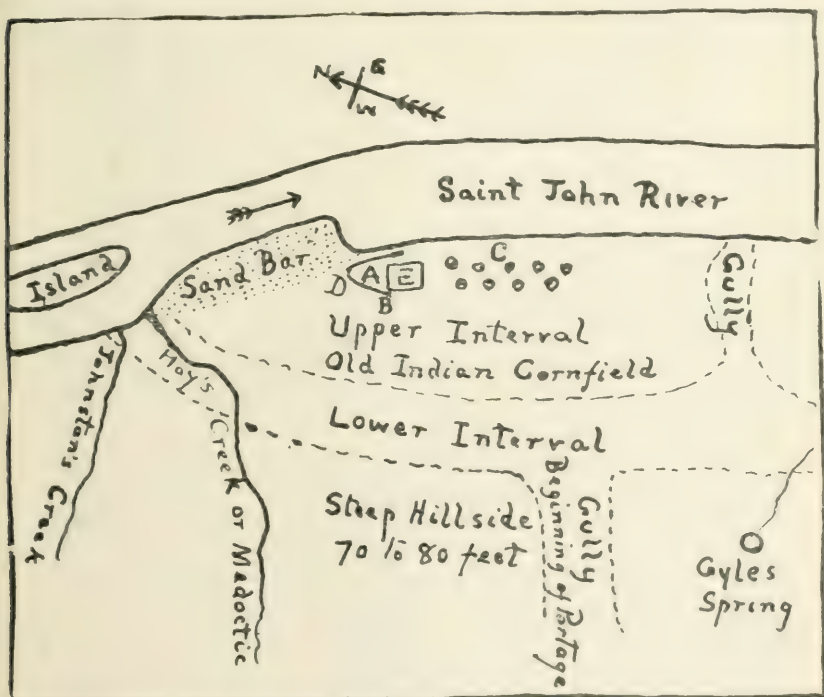
Davidson made such a great success of his business on the River Saint John that Hazen and White, Portland Point (see p. 48) decided to start a rival enterprise, having with them Col. Francklin of Halifax, who was influential with the naval authorities. Their success was great, and soon bitter feuds developed between them and Davidson.

The timbers were rafted to Saint John and were there stored in the mast pond or dock, a short distance west of Portland Point. It was a natural cove enclosed and fenced by the British Government. In case of a raid by an enemy on Saint John resulting in loss or destruction of the masts stored in the pond, the loss was born by the Government. Large quantities were assembled here, amounting in value at times to six or seven thousand pounds sterling. They were taken to England in vessels, most of which were expressly built for the trade; these were favorite passenger ships for they were usually conveyed by frigates.

MEDUCTIC, SAINT JOHN RIVER.—Site of an ancient Indian (Maliseet) fort and village, the most important on the River Saint John. From it went a portage to the Eel River, the chief Indian route between Acadia and New England, much used by the war-parties which devastated the frontier towns of the latter. The fort was probably built for protection against the Mohawks of whom the Acadian Indians stood in great dread. It consisted of a ditch and earth wall surmounted by a stockade, within which was a strong cabin about 30×40 feet. Very few traces of the wall are left. The rich land near the village was used for growing corn. An interesting account of the place is given in an account written by Gyles, a boy who was captured at Pemaquid in 1689 and brought to Meductic. The French sent a missionary, Father Simon, there in the latter part of the seventeenth century and later, in 1717, a church was built for

the Indians. In 1890, a black slate tablet was found, which had once been attached to the wall of the church; it had a Latin inscription of which the English translation is as follows:

"To God, most Excellent, most high, in honor of Saint John Baptist, the Maliseets erected this church, A. D. 1717, while Jean Lovard, a priest of the Society of Jesus, was superintendent of the mission."



OLD FORT MEDUCTIC (AFTER RAYMOND)

- A. Council Place      B. Church site      C. Camping Place with wigwags  
D. Fort Site      E. Graveyard

This church was probably the first in what is now the province of New Brunswick. In 1767 it was demolished, as the Indians had mostly abandoned the site, and the furnishings were taken to Aukpaque and used in another Indian chapel. On the main road opposite the site of the village, a Memorial cairn has been

erected by the Historic Sites and Monuments Board of Canada, with a bronze tablet and a replica of the original inscribed slate.

**MAUGERVILLE.**—Maugerville shares with Portland Point the distinction of being a pioneer permanent English settlement on the River Saint John, the first settlers arriving from New England in 1763. The township was established in 1765 and grants were thereafter allotted. The name was given in honor of Joshua Mauger, who, after a successful business career in Halifax after its founding in 1749, returned to England to become Agent of the province. He was one of the non-resident grantees of the township named after him. The early settlers were very soon disturbed by hearing that their lands were to be given to disbanded soldiers. A memorial was prepared and sent to Mauger in London, who exerted himself on their behalf and obtained an order of the King-in-Council, confirming the settlers in the possession of their lands, at the same time paying all the costs of the appeal. The settlers expressed their gratitude by naming the township after Mauger. An island in the river also bears his name.

The township grew and prospered as the land was very rich. When the American Revolution broke out the majority of the people proved to be anti-British, and efforts were made to induce them to openly rebel. However, they were notified that they must leave the country or take the oath of allegiance to the King. Through the firmness and tact of the authorities there was very little disturbance. A church was organized immediately after the settlement in 1763, of the Congregational denomination, but no building was provided until 1774. The present church of Sheffield is the second erected. Near it is a Memorial cairn, which was dedicated in 1926.

**MILITARY POSTS IN THE PROVINCE.**—After the establishment of the province many blockhouses and other defences were erected. The first were established by Governor Carleton in 1791, one on the west side of the river at Grand Falls, one on the south bank of the Presqu'île near its mouth. When the War of 1812 broke out there was great activity in this direction.

The Martello tower at Lancaster Heights and several blockhouses were built in and around the City of Saint John itself. On Partridge Island a battery and a blockhouse were established. In St. Andrews, Fort Tipperary and three blockhouses were built: the first mentioned fell into ruins and is now part of a private house; one of the latter still stands near the shore. A series of blockhouses were built on the road between St. Andrews and Fredericton. At Edmundston a blockhouse was built in 1841 in connection with the disturbance over the boundary, known as the Aroostook War.

Fort Dufferin in Saint John is a modern work.

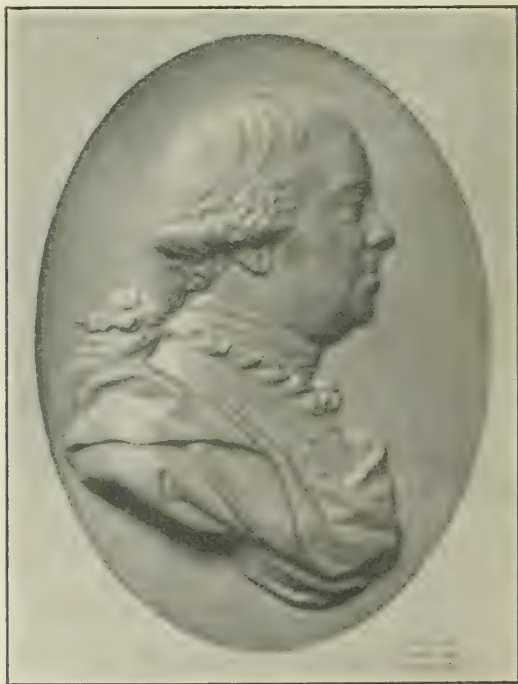
MIRAMICHI.—The origin of this name is unknown, though it appears certain not to be an Indian word. In sixteenth century maps different names are used, e. g., *Micheomai*, *Merchemay*, etc. Champlain's spelling is *Missamichi*. The present spelling is probably not older than 1713. By the Micmacs the river has always been called *Lus-ta-goo-cheechk* (Little Restigouche). Some of the early French named it the St. Croix. The first French settlement was that of Richard Denys de Fronsac, son of Nicolas Denys, the Governor (see p. 43); it was situated at Skinouboudiche, Indian settlement now known as Burnt Church. The French were probably established here more or less continuously. In 1758, after the fall of Louisbourg, a punitive expedition under Wolfe and Sir Charles Hardy, was sent to the North Shore to destroy French fishing settlements, which were sources of supply for Quebec. The destruction of this settlement and church on the Miramichi has given use to the modern designation of Burnt Church.

Beaubear's Island is named after Boishébert, the French soldier, who took refugee Acadians there during the disturbed period following the Expulsion (1755). Probably, some French were settled there previously. There is a tradition that there was a French battery on the eastern end of the Island.

The first English settlers on the river were William Davidson and John Cort, who came from Scotland in 1764; they were soon followed by others. Davidson engaged in fur-trading and fishing and built the first vessel on the river. When the Revolu-



tionary War broke out they were raided by American privateers and annoyed by the Indians, and most of them moved to the River Saint John. Davidson settled at Maugerville and became the pioneer in the masting industry (see p. 77). About 1783 Davidson returned to Miramichi where he died in 1790. At the close of the war some Loyalists settled there and others came from Scotland. In the nineteenth century an immense lumbering industry was developed, but this has greatly diminished in recent years. It is now a large fish-exporting centre.



HON. ROBERT MONCKTON

MONCKTON, HON. ROBERT.—Second son of first Viscount Galway. Born in 1726. Entered army in 1741. After an extended military service he became a Lieutenant-Colonel in 1751. He was sent to Nova Scotia in 1752, and commanded

in Fort Lawrence for a time. In 1753 he was made a member of the Council in Halifax. In 1755 he went to Massachusetts to command a colonial army raised by Governor Shirley for the purpose of attacking Fort Beauséjour in Chignecto. The expedition sailed from Boston and arrived at Fort Lawrence on June 2. An advance was made against Beauséjour (see p. 25) and it was captured on June 16. Fort Gaspereau was taken immediately afterwards and re-named Fort Monckton. During the succeeding months he was employed in carrying out the orders of the Government of Nova Scotia to expel the Acadians, because they had refused to take an unrestricted oath of allegiance. He was, in the same year, made Lieut.-Governor of Nova Scotia. In September, 1758, he was sent to the Saint John River to expel the French settlers, and to rebuild the old French fort of Villebon, which was re-named Fort Frederick (sometimes called Fort Monckton). In 1759, he was senior brigadier under Wolfe at Quebec, and, then went to New York. There, in 1761, he became a Major-General and Governor. In 1762 he commanded an expedition to the West Indies, capturing Martinique and other islands, returning to England afterwards. He died in 1782.

MONCTON. The City and Parish of Moncton were named after General Monckton, but by some accident the letter "k" was omitted when the designation was given by the Legislature. Until the Intercolonial Railway was completed it was a small, unimportant village, generally known as "The Bend." When it became the head-quarters of the Railway system it grew very fast.

After the French period the first settlers were a band of Germans who came from Pennsylvania in 1763, after having lived there a number of years. They arrived in a sloop and landed at the creek at the lower end of Moncton, called by the French, Tanacada, but since known as Hall's Creek, in remembrance of Capt. Hall, who commanded the vessel. These settlers obtained grants in the neighbourhood and across the river, and their descendants are now an important part of the population of this section of Westmorland as well as of Albert county.

The most interesting historic feature of Moncton is the old Free Meeting House, whose centennial was celebrated in 1927. Its graveyard contains the remains of some of the early settlers. It was erected as a place of public worship for all denominations of Christians.

NASHWAAK, FORT, (FORT ST. JOSEPH).—This old French fort stood on the north bank of the Nashwaak river at its junction with the River Saint John. It was built by Governor Villebon in 1692 after the abandonment of Jemseg, being 200 feet square, with a bastion at each corner, on which guns were mounted. Outside was a line of palisades and a ditch. This was a common type of fort in colonial times. At Nashwaak, Villebon was in close touch with the Indians, whom he directed on their bloody raids against the New England settlements, one of the most important of which took place in 1694, when many houses were burned and 130 English killed; the scalps of the latter were sent to Count Frontenac at Quebec.

In 1696, Villebon led a strong force against the English stone stronghold, Fort William Henry, at Pemaquid (Penobscot), assisted by a French naval force under d'Iberville, and by local Indians. The garrison of ninety-five soldiers under Captain Chubb surrendered, making a very short and slight resistance, and the fort was immediately destroyed. In retaliation a New England expedition, under Col. Hawthorne, was sent up the Saint John river in October to attack Fort Nashwaak. They erected a battery on the south bank of the Nashwaak and, after an ineffectual bombardment, they took their departure having lost eight men. In 1698, Villebon abandoned this fort and moved to the old one at the mouth of the Saint John river. There he died and was buried in 1700. The Historic Sites and Monuments Board of Canada have erected a Memorial Cairn in the town of South Devon, near the site of the fort.

NEPISIGUIT.—This name is derived from a Micmac word meaning "rough water," which refers to the river of many rapids, so well known to fishermen. The name was also applied to the region about the harbor, now known as Bathurst Harbor.

An early Jesuit Mission was established here, possibly at Ferguson's or Allan's Point, though the exact site has not been determined. However, this point is known to have been the abode for a time of Nicolas Denys the well-known French explorer and Governor of the Gulf coast of Acadie. In his important book, published in 1672, he describes the fortified habitation erected by him after he had been forced to flee from his establishment in St. Peters (Cape Breton), when it was destroyed by fire. Here Denys wrote his book and probably died. Since that time this part of the coast has sunk somewhat and a portion has been washed away. Many relics have been found, e. g., cannon balls, gun locks, skeletons and quarried stone.

**NEREPIS.**—The name of a river which opens into the Saint John at Woodman's Point. Here in ancient times stood an Indian fort and village. In 1749, Boishébert was sent to the mouth of the Saint John to rebuild the fort and garrison it. The government of Nova Scotia protested and sent a war vessel in support of its claim that the territory was British. Boishébert's order was countermanded and he was instructed merely to prevent the English from settling until the question of sovereignty was decided. He, thereupon, moved up the river and built a small fort on the site of the old Indian fort at Nerepis. There he watched the movements of the English, developed good relations with the Indians, supplying them secretly with munitions and goods, and encouraging them to annoy the young colony of Nova Scotia, by making raids and sending threatening messages. Supplies were brought to Boishébert by French sailing vessels, but as these were in danger of being captured by the British, the Governor of Canada, De la Jonquière, tried to improve the road from Quebec to Lake Temiscouata. But soon his policy became bolder and he ordered Boishébert to rebuild Villebon's old fort at Saint John. When this was finished the Nerepis fort was abandoned. This French fort has been known as Fort Boishébert, Beauhébert or Nerepis.





**PARR TOWN.**—This name was given to the town laid out on the peninsula in the harbor of Saint John in 1783: it was given in honor of Governor Parr of Nova Scotia. The town was laid out in 1454 lots by Paul Bedell and granted to Loyalist families. It extended on the east side of the harbor, from Sheffield Street on the south to Union Street on the north: all south of Sheffield Street was reserved for military purposes, and all to the north of Union Street was granted to Simonds, White and Hazen, who had been in business at Portland Point since 1764.

As soon as the streets were marked by the surveyor the Loyalists began to build their homes. Some of the early street names were changed afterwards. Thus "Studholme" became "Charlotte Street;" "Bulkeley" became "Duke" Street. Several houses were built around the inlet at the foot of modern King Street, where the Loyalists landed. It was at first known as "The Public Landing," later as Market Square. One year after the first landing of the Loyalists two hundred and seventy-six wooden stores and dwellings had been erected, but on June 18, 1784, a bad fire occurred and many houses were destroyed. The first church was built by the Presbyterians, a grant of land on the north side of Queen Street (between Nos. 1 and 10 of today) being given by the Government of Nova Scotia, June 29, 1784.

On May 17, 1785, Parr Town and Carleton (on the opposite side of the harbor) were by Royal Charter made a city, and named the City of Saint John. On October 11 of this year, the Royal Gazette and New Brunswick Advertiser, a weekly, was published, the first newspaper in New Brunswick.

**PARTRIDGE ISLAND, SAINT JOHN.**—The name of this island goes back to the seventeenth century, being found on maps and documents of that period. In 1788 the legislature passed an Act to provide for a light-house. During the war of 1812-14, batteries were erected on the Island. In 1854 Robert Foulis of Saint John first advocated the use of a steam horn or whistle for the purpose of giving warning to ships in foggy weather. An apparatus devised by him was installed on Partridge Island in 1859, the first of its kind in the world. In 1864 the House of

Assembly passed a resolution sustaining Foulis' claim to the invention. In 1854, cholera was brought to Saint John by a vessel from Ireland. Many immigrants died on Partridge Island and the disease also carried off many in Saint John. In 1927, a memorial to the Irish was placed on the Island by public subscription. The Historic Sites and Monuments Board of Canada have placed a bronze tablet in honor of Foulis on the Marine Building, Prince William Street, Saint John.

PETITCODIAC.—In French times this name was applied generally to the river and adjacent country. At present, it is restricted to the river and to a village in the parish of Salisbury. The name is derived from a Micmac word meaning "the river bends round in a bow." Various spellings are found in old maps and documents, the most common among the French having been *Petcoudiac*. The peculiarity of the river which gives it its name is the sharp bend in its course about twenty miles from its mouth at Shepody Bay. This angle explains the phenomenon of "the bore" the name applied to the well-marked wave of water (sometimes five or six feet high) caused by the in-coming tide from the Bay of Fundy; owing to the narrowing curve in the river, the great body of water is obstructed and is consequently elevated as it advances. The City of Moncton now occupies the north side of the river at the angle, and up to recent times it was always known as "The Bend." This term (*Le Coude*) was also used in the French period.

The first Acadian settler near the Petitecodiac was one, Blanchard, who went there in 1698. In the first half of the eighteenth century there were farms along both sides of the river, a large village with a church being on the site of the modern Hillsborough, Albert County. A small village also existed at *Le Coude*, its church occupying the site of the public park (*Bore Park*) at the lower end of Moncton.

Both banks of the river were ravaged by the British after the capture of Beauséjour, many farms being destroyed and the settlers being forced to flee to Shediac and other places on the north shore.

Below the Petitcodiac region was Shepody (Fr. *Chipoudi*), a thriving Acadian district which also suffered in the ravages of the war. Three old Indian portage routes were connected with the Petitcodiac river. One of these started from the upper part five miles below the present village of Petitcodiac and was twelve miles in length to the waters of the Washademoak (see p. 96). Another started from The Bend and went for six leagues to the Shediac river, about six miles from its mouth. Another went from the Memramcook river to Westcock, which was the route to the Chignecto region.

PETITCODIAC, BATTLE OF.—In 1755, after the capture of Fort Beauséjour by the British, it was decided to expel those Acadians who would not take the oath of unrestricted obedience to the Crown. Several thousand were sent away in vessels, but many of the inhabitants remained in their villages, especially in the territory which is now New Brunswick. There were many small settlements on the banks of the Petitcodiac, Shepody and Memramcook rivers and on Shepody Bay.

In the summer of 1755 a force under Major Frye, was sent in a vessel from Fort Cumberland (Beauséjour) to destroy as many of these villages as possible. After devastating much of Shepody, he was met by a French force under Boishébert, defeated with loss and driven to his vessel. This fight took place near the largest village, which occupied the site of the modern village of Hillsborough, Albert County. The dead were buried in the marsh adjoining the village, the sites being long marked by mounds, which have since largely disappeared.

(By some writers the designation "Battle of Hillsborough," has been used, but as this name is modern, it is best to use the old French name for the district).

PICHON, THOMAS.—Born in France in 1700. Brought up in a business career he was employed (1741-1749) in administrative work in the army, both in war and peace. In 1751 he went to Louisbourg as Secretary to the Governor. In 1753 he was sent to Fort Beauséjour as Intendant Commissary and remained there until its capture by the British in 1755, having been in



their pay as a spy. Afterwards, he went to England, where he lived under the name of Tyrell, engaged in literary pursuits. He wrote several works, most of which have remained in manuscript. That which is of most interest to Canadians is his book on Cape Breton, published anonymously, both in French and English, in 1760. He died in 1781, bequeathing to Vire, his birthplace, Normandy, his books, papers and portrait.

PONT A BUOT (MODERN POINT DE BUTE), CHIGNECTO.—Generally believed to have been named from a bridge which crossed the Miseguash river near the house of a Frenchman named Buot, about 400 yards west of the present village corner of Point de Bute close to a small stream, Rivère à l'Ours.

Here the French had built a Redoubt, which was the first point of attack by Monckton's army in 1755 as it advanced from Fort Lawrence to cross the Miseguash river on the way to attack Fort Beauséjour.

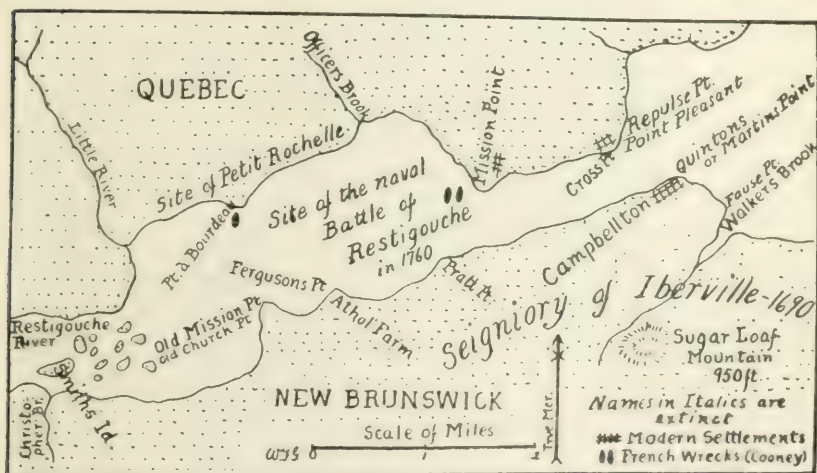
PORTAGE HILL, CHIGNECTO.—Near the origin of the Miseguash river; it was the end of the old portage from Baye Verte (see p. 26). The road from the latter to Point de Bute passes over it just eastward of Portage Bridge. In French times there were houses and a store house on it for the reception of goods passing between Beauséjour and Baye Verte. Remains of cellars have been found, which probably belonged to these.

QUEBEC, ANCIENT ROUTE TO.—(See p. 96).

RAILWAYS IN NEW BRUNSWICK.—Railway construction was commenced in 1851, on a road from St. Andrews to Quebec, which had been contemplated and discussed since 1835. It reached Woodstock in 1868 and Houlton somewhat later, but the original plan was never carried out.

The next road was the European and North American Railway from Saint John to Shediac, which was started in 1858 and completed in 1860; connection with Fredericton was established in 1870, with Bangor, Maine in 1871, and with Halifax in 1873.

The Intercolonial Railway, connecting Quebec with Moncton was opened in 1876. Since that time other roads have been built, a number of them foolishly. At the present time the percentage of mileage to population is very high. While they have been of great benefit to the country and have led to the establishment of many new settlements, they have for the most part been unremunerative. Moreover, they have undoubtedly caused the destruction of much valuable timber land in dry seasons, through the emission of sparks and cinders from the engines. In recent years, however, care has been taken to reduce this risk.

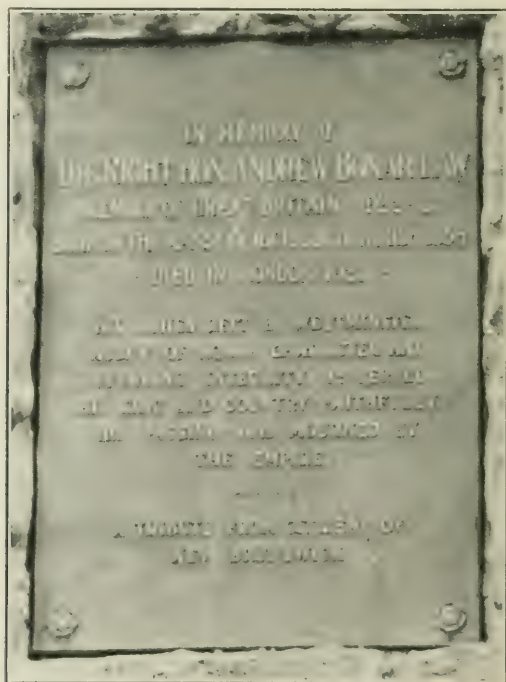


HISTORICAL MAP OF RESTIGOUCHE CANAL

**RESTIGOUCHE, BATTLE OF THE.** In the river near Campbellton was fought the last naval battle of the Seven Years' War in North America. In the spring of 1760, Captain La Giraudais was sent from France with a small naval force to attempt the relief of Quebec, held by the British under Murray and besieged by the French. On learning that the River St. Lawrence was controlled by a British fleet, he sought shelter in the Restigouche, sending a messenger overland to Governor Vaudreuil, asking

for orders. Here he was found by a superior British squadron, under the Hon. John Byron, which sailed from Louisbourg on June 18. La Giraudais fought with such determination and persistence that it was seventeen days before his vessels were destroyed.

The Historic Sites and Monuments Board of Canada have erected a cairn with a memorial tablet in the Town of Campbellton.



#### MEMORIAL CAIRN

TABLET ON RT. HON. ANDREW BONAR LAW

REXTON, KENT COUNTY.—Until 1901 called Kingston. It was founded by John Jardine in 1825 and became a prosperous ship-building and lumbering center.

It was here that Andrew Bonar Law was born in 1858, son



MEMORIAL CAIRN ERECTED AT REXTON, N. B.  
IN HONOUR OF RE. HON. ANDREW BONAR LAW



of the Rev. James Law, Minister of St. Andrew's Church in the village. The manse in which the birth occurred still stands, unaltered, a short distance west of the village on the bank of the river. Young Bonar Law was sent to Scotland as a boy to be educated, and, later, he went into business. Afterwards, he entered political life and after distinguished and arduous service as a Minister of State during the Great War he became Premier of Great Britain (1922-23). He died in 1923 and was buried in Westminster Abbey.

In 1925 a Memorial cairn was erected by public subscriptions from natives of New Brunswick, the plot of land on which it is placed having been generously donated by Richard O'Leary of Richibucto. The dedication of the Monument took place on September 7, 1925, in the midst of a large gathering from all parts of the country. Bonar Law's son, Richard, came from England to unveil the memorial and deliver an address.

RICHIBUCTO, KENT COUNTY.—In ancient times a fortified Micmac village existed here, though its exact location is unknown. The origin of the word is not definitely known and there are several variations in the spelling of the name in old maps and books.

The Sieur de Chauffours settled here in 1682 and obtained a Seigniorship grant in 1684. It is believed that there was a considerable French settlement before 1755. After this date some Acadian refugees found shelter here; in 1798 the modern town was founded by a number of families who obtained grants from the Government. The permanent English settlement of the district began in 1787 when Solomon Powell, a Loyalist, settled there. Other Loyalists followed, and in later years Scotch and Irish settlers arrived. It gradually became the centre of a flourishing trade and in course of time shipbuilding and lumbering became important industries. The former of these has long since come to an end and the latter has greatly diminished. For a time the town was called Liverpool.

RIVER SAINT JOHN.—This is the largest river on the eastern coast of North America. It takes its origin in the forest regions

of Maine and has a course of four hundred and fifty miles, draining an area of 26,000 square miles, and having as tributaries a great number of magnificent lateral expansions, as well as inland lakes which drain into it. The Reversing Falls at the mouth and the magnificent cataract of the Grand Falls, two hundred and twenty miles from the sea (see p. 57), are the two most striking features of the river, but there are many varieties of scenic beauty which make the river remarkable. Thus, the road on the west side of the river from Fredericton to Saint John presents exceptional charms to the traveller. Below Grand Falls the river is navigable to steamers; above the Falls, small steamers have been used as far as the Madawaska. It is estimated that, above Grand Falls, the river and its tributaries have an extent of 2,600 miles, navigable for boats and canoes.

The geological history of the river basin is of great interest and indicates that the great river has developed at the expense of the other river systems of New Brunswick, owing to changes in the earth's crust in the course of ages. Thus it has materially robbed the head-water supplies of the Restigouche, Nepisiguit, Miramichi and Richibucto. Indeed, the upper part of the Saint John which runs westerly, once discharged by the channel of the Restigouche into Bay Chaleur, but it was later diverted southwards. The valley of the lower Saint John was once much higher than at present and extended some distance out into what is now the Bay of Fundy where its course has been traced by soundings. Near Partridge Island there was a considerable fall on its course. The Indian name of the river was Wool-ahs-took (Oo-lahs-took) which signifies a goodly river, referring especially to its fine navigation possibilities. The name Ouygoudi (Ouigoudi) has been wrongly applied by the early explorers; it means a camping site, and when Champlain first heard the word, applied by the natives to their camp at the mouth of the river, he wrongly supposed that it referred to the latter itself.

The modern name was given by the French explorers, De Monts and Champlain, who first saw it on the day of Saint John the Baptist, June 24, 1604. Along the great extent of the river and its tributaries many Indian names have been

fortunately retained. In many instances these are somewhat formidable. Thus at one point in the river are two streams (Long's and Eddy's Creeks) which in Indian are Skoodawabskook and Skoodawabskooksis — these have been introduced into the well-known amusing poem of Professor De Mille of which two verses are given :

“Sweet maiden of Passamaquoddy,  
Shall we seek for communion of souls  
Where the deep Mississippi meanders  
Or the distant Saskatchewan rolls.

Ah no! in New Brunswick we'll find it —  
A sweetly sequestered nook —  
Where the sweet gliding Skoodawabskooksis  
Unites with the Skoodawabskook.”

On Caton's Island (Isle Emenenic) in the Long Reach of the river (see p. 32) the first French trading settlement in what is now New Brunswick was established (about 1610).

The River Saint John was a most important route of communication between Quebec and Acadie, and was used by the Indians, French and English. From Quebec it went by the River du Loup; thence by a portage of eighteen leagues to Lake Temiscouata; from the latter to Madawaska; thence south by the Saint John River. When going to Chignecto and Nova Scotia, the Saint John was descended as far as Aukpaque; thence to Jemseg and afterwards by the Washademoak lake and river to a portage of six leagues to the Petitcodiac river; thence reaching the Memramcook river and by a portage of three leagues to Westcock; thence to Beauséjour. It is stated that in the French regime, Indian messengers could carry dispatches from Quebec to Saint John, a distance of 430 miles, in five days, when the rivers were in feshet.

ROADS IN NEW BRUNSWICK.—When the first legislature met in 1786, there was probably not a mile of good road in the province. While in the succeeding years progress was made, it was very slow, because the distances were great and the population small. Bridges were wanting for a long time and the

rivers were crossed by ferries or fords. During the war of 1812, every effort was made to extend the road to Quebec by the Saint John River Valley and Madawaska, but it was many years before it was finished. The road from Fredericton to Miramichi was opened about 1819; that to Saint John by Oromocto and Nerepis and that from Shediac to Chatham before 1826. Many roads were projected and not made. Some were opened and abandoned. Until recent times they were all "dirt roads," badly graded and badly drained. It is only since the automobile has become such an important means of transportation that Provincial Governments have adopted a policy of modern scientific road-construction. Considering the financial condition of the province the progress made has been very creditable.

SAINT JOHN IN 1604.—Champlain has left an interesting account of his first visit to the harbor of Saint John, June 24, 1604. He entered by the channel on the east side of Partridge Island. On Navy Island, near the Carleton side, he found an Indian encampment and a large cabin which was arranged for defence against enemies. I have already given the Indian name of the river (p. 95). Their name for the site of Parr Town or the main site of modern Saint John was Men-ah-Queck, which was spelled Menagoeche by the French in later times; there was no Indian village in this part. The Indians were inclined to be friendly and were anxious to trade for trinkets, knives, etc., and it was quite evident that they had met Europeans before. The French soon cultivated the friendship of the Big Chief of the River, Choudun (or Secoudon), and he proved a helpful ally. In 1605 he took Champlain to the Basin of Minas to show him the location of a copper mine. Later he went with Poutrincourt on an exploring expedition to the coast of New England. When Port Royal was abandoned for a time it caused much regret among the Indians, and they rejoiced greatly when the French returned.

SAINT JOHN CITY.—A Royal Charter, dated May 17, 1785, incorporated Parr Town and Carleton as the City of Saint John.





CHAMPLAIN'S PLAN OF SAINT JOHN HARBOUR, 1604

- |  |                               |   |
|--|-------------------------------|---|
| A. Islands above the falls                 | B. Hills                      | C. Falls                                    |
| D. Shoals                                  | E. Indian Cabin               | F. Pebbly Point with cross<br>(Sand Point.) |
| G. Partridge Island                        |                               |   |
| H. Stream coming from pond (Mill Pond)     | I. Arm of Sea (Courtenay Bay) |   |
| P. Portage of Indians in passing the Falls |                               |   |

The first Mayor was the Hon. G. Ludlow, appointed April 4, 1787. After each annual civic election the old and new members of the Council dined at the "Coffee House."

In 1787 it was decided to establish a system of fire-protection, several wells being sunk and two fire engines purchased.

The first Episcopal church, old Trinity, was begun in 1788, the corner stone being laid by Rev. Dr. Inglis, first Anglican Bishop in British North America. It was opened for use on Christmas Day, 1791. In 1812 a steeple was added and a clock placed in it, the only public clock in the city for many years; it continued in service until the church was burned in 1877. Previously, services had been held in a temporary frame building on Germain Street, which was also used for meetings of the

City Council and the Courts, until 1798; after 1791, the Methodists and Baptists held their services here. When the British troops evacuated Boston in 1776, they removed from the Council Chamber in the Old Town House an Escutcheon bearing the Royal Coat of Arms, and brought it to Halifax; thence it was taken to Saint John and placed in the Germain Street building (known as "the Chapel"), in which the City Council met. When Trinity Church was erected it was transferred there and has been preserved in the church ever since.

The first Roman Catholic service in the city was held in City Hall, Market Square, 1813; St. Malachi's Chapel was opened in 1815.

On June 16, 1794, there were great celebrations in the city in connection with the first visit of a member of the British Royal Family, Edward, Duke of Kent, father of Queen Victoria.

The first grist mill in Saint John was built soon after the Loyalists arrived and was run by wind power; it was behind Trinity Church. After a few years water mills came into use and the wind mill was made a "Refuge for the Destitute."

When the War of 1812 broke out, American privateers infested the coasts, and several vessels of this character were outfitted by Saint John citizens in the hope of making gains at sea. Defensive measures were undertaken, a Martello Tower being built on Lancaster Heights, Fort Frederick repaired and strengthened, and batteries erected on Partridge Island and other prominent points. The conclusion of the war brought from the Southern States several hundred black slaves who had sought refuge on British war vessels. They were settled at Loch Lomond, where their descendants are still to be found.

In 1816 the first steamboat went from Saint John to Fredericton on the river Saint John, and in 1827 steam navigation was opened to Digby. The Saint John Grammar school was opened in 1805, and the first National School in the province in 1818. Soon after a school for girls was started.

In 1820 the Bank of New Brunswick was established and continued to be prosperous; in recent years it was merged with the Bank of Nova Scotia.

For many years after the city was started the water used in the city was obtained from wells, many people buying their supplies from men who peddled it through the streets at a penny a bucket. This custom lasted until the middle of the nineteenth century. In 1825 an attempt was made to start a Water Company but it failed to operate. A number of new wells were, however, sunk. It was not until 1832 that a strong Company was formed to bring water from Lily Lake. It was first delivered in the city in 1838, though up to 1850, this was only possible during two hours in the forenoon. Later, a better system was inaugurated.

The first hotel was not opened until 1837, an older building having been acquired and enlarged for the purpose; it stood on the southwest corner of King and Charlotte Streets.

In January, 1837, a great fire caused much destruction of property, one hundred and fifteen houses and nearly all the business part of the city being burned.

In 1838 the first penny paper ever published in the British Empire was started as a tri-weekly by George E. Fenety, being named the Saint John News; it continued until recent times. In 1839 another destructive fire occurred, by which nearly three thousand people were made homeless; a special session of Legislature was called and an Act was passed for the better prevention of fires in Saint John. In spite of this effort other fires followed, a most devastating one occurring in November, 1841.

Gas works were commenced in 1844 and the streets first lighted in 1845.

In 1851 a suspension bridge of wire cables across the Saint John river near the Falls was commenced. It was in use until 1913. (See p. 105.)

In 1853 the first sod of the European and North American Railway was turned, amid great rejoicings in the city, and on March 17, 1857, the first train ran north on the road for three and a half miles, the length then constructed. Communication with Shediac was opened in 1860, with Bangor, Maine, in 1871; with Halifax in 1873; and with Quebec, in 1876.

In August, 1860, Albert Edward, Prince of Wales, visited the city amid much loyal rejoicing. By this time the trade of





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the city had grown to large proportions. Great quantities of lumber were exported and many ships were built. In 1851, 578 sailing vessels were owned in Saint John.

In 1877 the city was swept by one of the most disastrous fires of modern times, 2,700 families and 13,000 people being rendered homeless; the property loss was estimated at \$27,000,000, on which insurance was held for only \$7,000,000. The city was rebuilt but it was many years before recovery from this terrible catastrophe took place. In recent years its growth has been slow. It has been greatly helped by its selection as a Winter Port by the Canadian Pacific Railway System. Its lumbering and shipbuilding industries have almost disappeared and very few manufacturing industries have been developed.

SEIGNIORIES IN NEW BRUNSWICK.—During the French regime the Government endeavored to establish the seigniorial system of Quebec, as a means of settling the country. The extent of the effort may be readily appreciated by studying the map made by Ganong, an authority on the subject.

A grant to a Seigneur gave him and his heirs a perpetual land title, with rights of fishing, trading and hunting; they administered justice among their tenantry, and rendered homage to the representative of the Crown at stated periods. They were obliged to place settlers on their lands, to open roads and to observe other conditions. Between 1627 and 1664 the King of France had given control of the country to the Company of New France, and from 1664 to 1674 to the Company of the West Indies. These Companies established many Seigniories, but after 1674 this right reverted to the Crown. The first great grants made in the province were of a special character, having been given to Lieutenant-Governors of the Crown. Thus, the first was that given to De Razilly in the St. Croix district in 1632, the next to La Tour at Saint John in 1635, and that to Nicolas Denys in 1636 and 1653, which included the entire shore next the Gulf of Saint Lawrence.

The Seigniories proper, to which reference has been made were granted between 1672 and 1700. There were about thirty-

five in number, being chiefly on the north shore, the valley of the Saint John, and the region of the St. Croix.

In most cases the Seigniors did not carry out the terms of their tenure. La Vallière in Chignecto, however, was an exception, and he developed a Seigniorship which compared favorably with those established in Quebec. An important factor in leading to the disappearance of the Seigniorial system was the long period of unsettlement caused by war with the English, but apart from this, it is evident that failure to carry out conditions of tenure would have brought about forfeiture. At any rate none of the seigniorial grants even survived the period of French occupation, and, today, no land in the province is held in descent from a seigniorial title.

**SHEDIAC FORT.**—In various old maps a fort is marked near Shediac river, which opens into the north end of the bay. It is now quite certain that this is a mistake. There was a French storehouse and a few houses at the head of tide-water on this river, where the old portage to the Petitcodiac began. Local tradition states that this has always been referred to as a fort. There is a good reason to believe, however, that on Indian or Little Shediac Island in the bay there was once an Indian fort. In recent years Ganong has traced the outline of its earthen rampart and ditch.

**SLAVERY IN NEW BRUNSWICK.**—A number of the Loyalists brought negro slaves with them, amounting to more than four hundred. Many of these worked with their masters as long as they lived. The institution never developed, and though slaves were occasionally bought and sold, the general sentiment of the people was opposed to it. An important case was tried in the Supreme Court in 1800, and though the judges were divided in their opinion, the effect of the trial was to make slavery practically illegal. In the course of the next few years it died out altogether. Many negroes who came to the province were free men, who had helped the British armies during the war, while others had escaped from slavery and found protection with the British. The latter had been emancipated by the

proclamation of Sir Henry Clinton, and Sir Guy Carleton refused to return them to their masters at the end of the war. The former received grants of land in the province, while the latter mostly went into service. Later, more than two hundred went to Nova Scotia where they joined a large number who had come to that province, and asked the Government to send them to Africa. Their request was granted and they were shipped to Sierra Leone.

ST. ANNE'S POINT, SAINT JOHN RIVER.—The name of an early French settlement, which was started about 1731, and grew to be a thriving district. In 1758 it was burned by a British force sent from Fort Frederick, Saint John, under orders of the military authorities. The inhabitants mostly escaped to the woods and went to other settlements.

In 1785, St. Anne's was chosen by Governor Carleton as the capital of the province, the name Frederick Town (now Fredericton) being given to it.

STEAM NAVIGATION ON SAINT JOHN RIVER.—The first steamboat in the province was built at Portland, Saint John, being launched in April, 1816. She was named *General Smyth*. At first she made one trip to Fredericton and back in a week. The second steamer followed in 1825. Gradually, the river traffic increased until, before the era of railways it became very great. Thus in 1851, fifty thousand people were carried from Saint John to Fredericton.

In 1842 a steamer, the *Reindeer*, was launched on the river, which was the first vessel in the world to be propelled by a compound steam engine, i. e., one in which high and low pressure steam were combined. Both the vessel and her engine were designed by a young man of genius, Benjamin Tibbits, a native of Queen's county. This invention preceded the first application of the principle in Europe by about three years.

Tibbit's engine continued in service for over half a century. In 1846 the Legislature of the province made a record of Tibbit's important work, and granted him £100.



River navigation began to decline when the railways appeared and at the present day it is very small indeed.

The Historic Sites and Monuments Board of Canada have placed a bronze tablet in honor of Tibbits on the Marine Building, Prince William Street, Saint John.

STUDHOLME, MAJOR GILFRED.—Born in Ireland, where his family had a large property. In 1756 he was made an Ensign in the 27th Foot and was sent to Nova Scotia in 1757. He was Lieutenant in the 40th Foot in 1761 and was placed in charge of a detachment ordered to garrison Fort Frederick (Saint John). In 1771 he was transferred to the 24th Foot, and retired from the service in 1774.

When the American Revolution broke out he again entered military service, being made a captain in Governor Legge's Loyal Nova Scotia Volunteers; later, being transferred to the Royal Fencible American Regiment, as Captain, under Lieut.-Col. Joseph Gorham. He was with Major Batt's force which went to Fort Cumberland in 1776, when it was besieged by Eddy's Americans, and he helped to defeat and disperse the latter.

In 1777 he was active at Saint John, defeating and scattering the forces brought from Maine to the river by the renegade leader, John Allen. On account of raids by land and sea, the military authorities decided to rebuild Fort Frederick or to erect a new fort. The decision was left to Studholme, and he chose the latter course. With great expedition he erected on the hill behind Portland Point a fort with two block houses and was made its first Commandant. Thereafter there was comparative peace and security in the district. He played an important part in preventing an uprising of the Indians and in winning their allegiance to the Crown.

When the Loyalists arrived at the end of the War, he was made Crown Agent for settling them on the lands allotted them on the River Saint John. His duties were performed with such patience, kindness and consideration, that he greatly endeared himself to these distressed people and gained the approbation of the general officers commanding in Canada. In a report

issued by the Council in Halifax, referring to Studholme's work, it was stated that he had "with unremitted exertion and much ability discharged the great trust reposed in him with fidelity to the public and honor to himself."

He died on October 10, 1792, in his fifty-second year, and was buried on Fox Hill, near Apohaqui, Kings county.

The Historic Sites and Monuments Board of Canada have decided to erect a memorial to him on Fort Howe Hill.

**SUSPENSION BRIDGE, SAINT JOHN.**—In 1835 a charter was obtained by a Company which proposed to bridge the gorge through which the river empties into the harbor. Work was commenced, but in 1837 part of the structure erected fell, resulting in the death of a number of men. The attempt was then abandoned. Later, another bridge was started but it, likewise, fell down. In 1849 a Suspension Bridge Company was incorporated and work was commenced in 1851, the Chief Engineer being Edward W. Serrell, who built the famous suspension bridge across the Niagara at Lewistown. The promoter of the enterprise was William Kilby Reynolds, who also carried out the designer's plans. The work was completed in 1853. It was considerably damaged by a storm in 1858. At first, tolls were paid by those who crossed the bridge, but in 1875 the Provincial Government compensated the Company and made traffic free. It continued to serve the public until a new steel bridge was built alongside it, when it was demolished in 1915. The foundations of its four towers have, however, been left, and a memorial brass tablet bearing a sketch of the bridge has been erected, as well as two stones bearing the names of the engineer and the builder.

**TANTRAMAR, CHIGNECTO.**—This name is now applied to a river and the great marsh near Sackville. It is a modern corruption of the old French name *Tintamarre*, meaning a racket or hubbub. It is believed that the name was given to the district by the early French settlers because of the great noise made by the myriads of wild fowl which frequented the marshes in the

spring and autumn. These marshes have been reclaimed by extensive dyking and are very rich. There was an early French village of Tintamarre, probably at Four Corners, Upper Sackville.

TRINITY CHURCH, SAINT JOHN.—(See p. 98).

VILLEBON, CHEVALIER ROBINEAU DE.—He arrived at Port Royal in 1690, and as the Governor, de Meneval, had been beaten and taken prisoner by Phips, De Villebon had sole authority. As Port Royal had been badly ravaged by Phips, De Villebon decided to move to Jemseg on the Saint John river where there was a fort (see p. 67). In 1691 he went to France and returned as Commandant in Acadie, acting under the orders of Count Frontenac of Quebec. In 1692 he abandoned Jemseg and built a new fort at the junction of the Nashwaak and Saint John rivers (see p. 84). Here he directed Indian raids against New England, and in 1696 assisted d'Iberville, who commanded a naval force, in attacking and capturing the strong stone fort, William Henry, at Pemaquid (Penobscot). In 1698 he moved to Saint John and rebuilt Charnisay's former fort. There he died and was buried in 1700.



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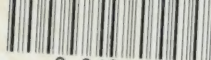
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